

FOR EUROPE & AMERICA
INDIA, AUSTRALIA, &c., and for
PRIVATE RESIDENTS AT THE
OUTPORTS.
A Comprehensive and Complete
Record of the FAR EAST
is given in the
**HONGKONG WEEKLY
PRESS.**
With which is incorporated the
CHINA OVERLAND TRADE REPORT
Subscription, paid in advance,
\$12 per annum. Postage to any
part of the World \$2.

Hongkong Daily Press.

ESTABLISHED 1857

NOW READY.
THE
DIRECTOR & CHRONICLE
FOR 1911.
Complete Edition ... \$10.00
Small ... 6.00
Agents in all the Foreign
Settlements throughout the Far
East.

No. 16,495. 號五十九百四千六萬壹第 日九初月二年三統宣 HONGKONG, THURSDAY, MARCH 9th, 1911. 四拜禮 號九月三年一十百九千一英港香 PRICE \$3 PER MONTH.

INTIMATIONS

S. MOUTRIE & CO., LTD.
NEW SAMPLE RECORDS
JUST RECEIVED.

74202. (1) Moment Musical, (2) Tambourin, by Krieger.
74204. Drink to Me Only with Thine Eyes, by McCormick.
74205. Answer (Robyn), by Evan Williams.
74207. For You Alone, by Enrico Caruso.
64158. A May Morning, by Evan Williams.
70028. Gunga Din, by Clifton Crawford.
70029. Concerto for Harp and Flute, by Ada Sassoli-John Lemmon.
70031. Am Springbrunnen, by Ada Sassoli.
60031. Italian Street Song.
5912. I'm looking for a nice young fellow.
5913. My Dreams (Testi).
5914. Water.
5915. Merry Wedding Bells.
5916. Universal Peace March.
31810. Song of the soul.
31809. Gems from the "Three Twins".
31808. Gems from the Pirates of Penzance.
(a) Somebody else. It's always somebody else.
16707. (b) Watermelon Melody.
16704. (a) The rest of the week she's mine.
(b) McCarty's old trombone.
16698. (a) That's the fellow I want to get.
(b) The Coloured Doctors.
16697. (a) Cheer up, my Honey.
(b) I'd rather be a minstrel man than a multi-millionaire.
16699. (a) New Mown Hay, Barn Dance.
(b) American rhapsody.
16701. (a) Dream faces.
(b) Eileen Allannah.
16702. (a) The moonlight, the rose, and you.
(b) Afar from thee, my love.
16703. (a) Slip on your Gingham Gown.
(b) Honeymooning in Bombay.
16706. (a) I won't be back till August.
(b) The Avengers March.
16700. (a) Beautiful Isle of Somewhere.
(b) Dear Lord and Father.
35144. (a) La Financie Waltz.
(b) Dream on the Ocean Waltz.

CHINA MUTUAL LIFE
INSURANCE CO., LD.
HEAD OFFICE, SHANGHAI.

DIRECTORS AND OFFICERS.

J. A. WATTE, Esq., Managing Director.
A. J. HUGHES, Esq., Secretary.
S. B. NAIL, F.I.A., Actuary.

A strong British Corporation Registered under Hongkong Ordinances and under Life Insurance Companies' Acts, England.
Insurance in Force ... \$37,855,885.00
Assets ... 8,415,250.00
Income for Year ... 3,566,559.00
Total Security to Policyholders \$216,813.00

LEFFERTS KNOX, Esq., Hongkong, Canton, Macao, and the Philippines.
R. W. TAPP, Esq., District Secretary, Alexandria Building.

C. LAWDER, Esq., Inspector, Hongkong.

Advisory Board Hongkong.
SIR PAUL CHATER, Kt., C.M.G.
T. F. HUGHES, Esq.
C. J. LAURENTZ, Esq.

GREEN ISLAND CEMENT COMPANY

PORTLAND CEMENT.

In Casks 375 lbs. net
In Bags 250 lbs. net
SHEWAN, TOMES & CO.,
General Managers.

Hongkong, 29th April, 1908. [a1364]

DAVID CORSE & SONS

MERCHANT NAVY
NAVY BOILED
LONG FLAX
RELIANCE CROWN
TARPAULING
ARNHOLD, KARRER & CO
Sole Agents.

1404]

PEAK TRAMWAYS COMPANY LIMITED.

TIME TABLE.

WEEK DAYS.

7.00 a.m.
7.30 a.m. to 10.00 a.m. Every 10 minutes.
10.00 a.m. to 11.00 a.m. Every 15 minutes.
11.30 a.m. to 12.45 p.m. Every 15 minutes.
12.45 p.m. to 1.15 p.m. Every 10 minutes.
1.15 p.m. to 1.45 p.m. Every 15 minutes.
1.45 p.m. to 2.15 p.m. Every 10 minutes.
2.15 p.m. to 3.00 p.m. Every 15 minutes.
3.30 p.m. to 5.00 p.m. Every 15 minutes.
5.00 p.m. to 8.00 p.m. Every 10 minutes.

NIGHT CARS.
8.45 p.m. & 9.00 p.m. 9.45 to 11.15 p.m. every 2 hours.

SATURDAYS.
Extra Cars at 3.15 p.m., 11.30 p.m. and 11.45 p.m.

SUNDAYS.
8.00 a.m. to 9.00 a.m. Every 15 minutes.
9.00 a.m. to 9.30 a.m. Every 30 minutes.
9.30 a.m. to 10.30 a.m. Every 15 minutes.
10.30 a.m. to 11.00 a.m. Every 10 minutes.
11.45 a.m. to 12.00 Noon Every 15 minutes.
12.00 Noon to 1.00 p.m. Every 10 minutes.
1.00 p.m. to 5.00 p.m. Every 15 minutes.
5.00 p.m. to 6.00 p.m. Every 10 minutes.
6.00 p.m. to 7.00 p.m. Every 15 minutes.
7.00 p.m. to 8.00 p.m. Every 10 minutes.

NIGHT CARS at 8.45 p.m. & 9.00 p.m. 9.45 to 11.15 p.m. every half hour.

SPECIAL CARS by arrangement at the Company's Office, Alexandra Buildings, Des and Road Central.

JOHN D. HUMPHREYS & SON
General Managers.

Hongkong, 1st April, 1909. [a113]

BREWER & CO., LTD.

PEDDER ST., Next to HONGKONG HOTEL. TELEPHONE No. 696.

THE WHITELEY EXERCISER ... \$5.00
FOR LADIES AND GENTLEMEN
THE WHITELEY CHEST EXPANDER ... \$6.00
WITH DETACHABLE STRANDS
SANDOW'S SPRING GRIP DUMB-BELLS.

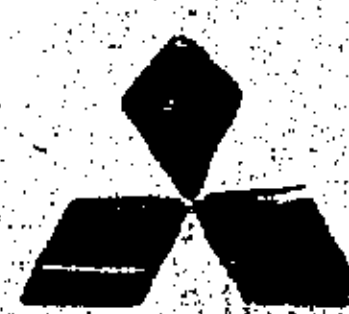
GOLF BALLS
THE HAWK AND COLONEL.

TENNIS BALLS
NEW 1911 STOCK OF
SLAZENGERS' AND AYRES'
IN AIR-TIGHT TINS.

MITCHELL'S "SPECIAL" RACKET
BREWER & CO., LTD., SPORTS
OUTFITTERS.

LONG HING & CO.,
PHOTO SUPPLIES.
17, QUEEN'S ROAD CENTRAL.

PHOTO GOODS of every description. EASTMAN
KODAKS and CARBINE CAMERAS, &c.
FRESH KODAK FILMS IN STOCK.
DEVELOPING AND PRINTING A SPECIALITY.



MITSUBISHI DOCKYARD AND ENGINE WORKS.

At A.R.C., Western Union, and Engineering Codes used.
Builders and Repairers of Ships, Engines and Boilers, and Electrical Engineers.
Manufacturers of Condenser, Steamers, Stone's Manganese Bronze, and Parsons' Steam Turbines, etc., etc., etc.

AT NAGASAKI:—Telegraphic Address: "DOCK" NAGASAKI.

	Length on Keel-Blocks.	Breadth at Entrance on Bottom.	Depth of Water on Keel-Blocks.
No. 1	510 ft.	77 ft.	26 ft.
No. 2	350 ft.	53 ft.	24 ft.
No. 3	714 ft.	88 ft.	34 ft.

1 Patent Ship capable of lifting vessels up to 1,000 tons.
The Salvage Steamer "OURA-MARU," 716 tons and 12 knots speed, is always ready at short notice.

AT KOBE:—Telegraphic Address: "WADADOCK" KOBE.

	No. 1.	No. 2.
Lifting Power	7,000 Tons.	12,000 Tons.
Max. Length of Ship taken in	460 Feet	580 Feet.
" Breadth	56 "	66 "
" Draft	22 "	25 "

The Salvage Steamer "ARIMA-MARU," pumping capacity per hour 2,000 tons.
The Floating Dredger, capable of lifting 40 ton weight.

ANY ORDERS WILL BE PROMPTLY ATTENDED TO AND ESTIMATES SENT ON APPLICATION.

1689

TRAVELLING REQUISITES.

CABIN TRUNKS,
SUIT CASES,
KIT BAGS,
COLLAR BOXES,
SOILED LINEN BAGS.

DR. JAEGER'S

TRAVELLING RUGS.

LANE, CRAWFORD & CO.

1428

MACGREGOR'S
V.O.S.
WHISKY.

As supplied to the House of Lords, the House of Commons, London, and the Houses of Parliament, Canada.

TELEPHONE No. 75.

CALDBECK,
MACGREGOR & CO.,
WINE AND SPIRIT MERCHANTS.

92a]

CANTON, MACAO AND WEST RIVER STEAMERS.

HONGKONG TO CANTON—Daily at 8 A.M. (Sunday excepted) and 10 P.M. (Saturday excepted).
CANTON TO HONGKONG—Daily at 8 A.M. and 5.15 P.M. (Sunday excepted).
HONGKONG TO MACAO—Weekdays at 8 A.M. and 2 P.M.
Sundays at 9 A.M. and 1 P.M.
MACAO TO HONGKONG—Weekdays at 7.30 A.M. and 2 P.M.
Sundays at 7.30 A.M. and 5 P.M.
MACAO TO CANTON—Every Monday, Wednesday and Friday, about 9 P.M.
CANTON TO MACAO—Every Tuesday, Thursday and Saturday, at 4.30 P.M.
CANTON TO WUCHOW—Every Monday, Wednesday and Friday, at 8 P.M.
WUCHOW TO CANTON—Every Monday, Wednesday and Friday, at 8.30 A.M.

The exact times of departure can always be ascertained at the Office of the Company or Messrs. THOS. COOK & SON.

The above sailings are subject to change.

HONGKONG, CANTON & MACAO STEAMBOAT CO., LTD.
144] Hotel Mansions, Opposite Hongkong Hotel.

WEISMANN, LTD.

BAKERS.
CONFECTIONERS.
CATERERS.

RESTAURANTEURS.
14, DES VŒUX ROAD, CENTRAL. [54]

KELLY & WALSH, LTD.

The Riding Master, by Dolt Wyllards	\$1.75
Mr. Dooley Says	1.75
The Woman Deborah, by A. & C. Askew	1.75
The Simpkins Plot, by G. A. Birmingham	1.75
The Riddle of the Sands, by Erskine Childers	50

LIST of the HIGHER METRO-POLITAN AND PROVINCIAL AUTHORITIES of CHINA. Compiled by the Chinese Secretaries, H. B. M. Legation; Corrected to October, 1910, by H. Phillips. \$5.00
Widen's Cricketers' Almanack, 1911 80
Confessions of an Anarchist 80
The Letters of Queen Victoria, Cheap ed., 3 Vols. 2.40
Meatless Cookery Made Easy, by Mrs. C. S. Peel 80
Art Needlework Made Easy, by B. Townsend 80
The ENCYCLOPEDIA of SPORT, Vol. 2, Crocodiles-Hound-Breeding Lockwood's Builders and Contractors' Price Book, 1911 3.20
Elementary Forensic Practice, by W. A. Richards 4.65
Famous Speeches, Introductory Note by H. Paul 6.50
Overheard at the Zoo, by G. Davidson 2.25
The Japanese Letters of Lafcadio Hearn, Edited by E. Bisland 10.00

Descriptive Chinese Sociology, or Group of Sociological Facts, Compiled and Abstracted upon the Plan Organized by Herbert Spencer, by D. T. C. Werner	\$46.50
Recollections of a Society Clairvoyant, by Gen. G. G. Aston, Maps and Plans	9.00
Seventeen Years Among the Sea Dyaks of Borneo, by E. H. Gomes; Illus.	13.50
The Greatest States of South America: Condition, Resources and Laws Relating to Government Concessions, by C. W. Donville Fife	10.50
The New Guinea, by R. Grimshaw; Illus.	13.50
Life of Friedrich Nietzsche, by D. Halvey	2.25
Siberian Travel and Exploration, by S. Turner	4.00
An Adventure	3.10
The Christ Myth, by A. Drews	6.50
The Origin of Civilization and Primitive Condition of Man, by Lord Avebury; Cheap Edition	6.50

The LAW of TRADE-MARKS.
The Trade-Marks Ordinance of 1909.
The Merchandise Marks Ordinance of 1890 with Index and Explanatory Notes.
By C. D. WILKINSON, \$10.00. [a26]

FOR SALE

FOR SALE OR TO LET.
"KENNIS," 76A, PEAK; SEVEN ROOMS; Large Verandahs; American heating apparatus installed, making the House dry and comfortable throughout the year; Vegetable and Flower Gardens, Croquet Lawn; 15 minutes' walk from Tram, 7 minutes by "Ricksshaw." One of the best situations at the Peak, Cool in Summer, Warm in Winter.

Apply—
THE HONGKONG LAND INVESTMENT & AGENCY CO., LD.
Hongkong, 2nd February, 1911. [270]

FOR SALE.

REMAINING Portions of MARINE LOTS 31 and 35, at PRATA EAST. Approximate Area, 45,000 Square Feet.

TO BE LET OR SOLD
IN LOTS TO SUIT TENANTS OR PURCHASERS.

MARINE LOT
No. 285
EXTENSIVE WATER
FRONTAGE, DEEP WATER.

Apply—
G. FENWICK & Co., LTD.,
ENGINEERS, &c.,
PRATA EAST, HONGKONG.
Hongkong, 8th June, 1905. [111-112]

ON SALE.

HONGKONG HANSARD REPORTS of the MEETINGS of the LEGISLATIVE COUNCIL for the Session 1909.

Revised by THE MEMBERS.
PRICE - - - - - \$3.
DAILY PRESS OFFICE.
Hongkong, 21st February, 1910.

TRY OUR

CORNER PORK
AND
CORNER BEEF.

Pickled by our European Butcher on the premises.

THE
DAIRY FARM CO., LTD.

36

MOSAIC ART

USED POSTAGE STAMPS.
To be seen at
GRACA & CO'S.
Show Window.
Pavilion St. (Hongkong Hotel Building). [146]

HOTELS

HONGKONG HOTEL

FIRST-CLASS AND UP-TO-DATE.
Dining accommodation for 300 Persons.
Well Furnished Reception Rooms.
Private Bar and Billiard Room for Hotel Residents.
Electric Lifts to each Floor.
Electric Lighting and Fans.
Telephones on every Floor.
Every Confort.
Ladies' Afternoon Tea Rooms.
Ladies' Cloak Rooms.
Matron in attendance.
CHARGES MODERATE, AND NO EXTRAN.
A. F. DAVIES, Manager.

143]

KING EDWARD HOTEL.

A HIGH CLASS HOTEL.
Ladies' Afternoon Tea-Rooms.
Private Bar and Billiard-Rooms.
Hot and Cold Water throughout.
Electrically Lighted; Electric Fans (if required).
Electric Passenger Elevator to each floor.
Table D'Hôte at separate tables.
For Terms, &c., apply to the
MANAGER.
Hongkong, 24th July, 1905. [a224]

GRAND HOTEL

QUEEN'S ROAD CENTRAL.
A FIRST CLASS AND UP-TO-DATE HOTEL.
ENTIRELY UNDER EUROPEAN MANAGEMENT.

THIS HOTEL has recently been thoroughly renovated, extensively enlarged, and is now luxuriously furnished and up-to-date in every respect, situated in the most central position. Large and airy Rooms, Hot, Cold, and Shower Baths, Electric Light Throughout and Fans. Large and comfortable Lounge, Private and Public Bars and Billiard Rooms. CUISINE ENTIRELY UNDER EUROPEAN SUPERVISION. Sanitary Arrangements of the latest. HOTEL LAUNCH MEETS ALL STEAMERS. Monthly Rates for Tiffin and Dinner. Special Rates for married families on application to
J. H. OXBERRY,
Manager.

FREDERICK REICHMANN,
Proprietor.

(late Manager of J. H. LYONS (Trocadero) leading Cafes in London, and GRAND ORIENTAL HOTEL, Colombo).
TELEPHONE No. 197.
TELEGRAPHIC ADDRESS "COMFORT,"
Hongkong.
-Hongkong, 1st September, 1910. [a43]

"BRAESIDE."

PRIVATE HOTEL.
STANDING in its own grounds with Tennis and Croquet Lawns, Large Airy and Well Furnished Rooms, every home comfort Fine View of the Harbour.
Telephone No. 690.
Apply to—
Mrs. F. W. "YATTS,"
"Braeside," 20, Macdonnell Road,
Hongkong, 4th December, 1907. [a32]

VICTORIA HOTEL

SHAM-HEEN-CANTON.
MANAGER—MR. H. HAYNES.
Telegraphic address—"VICTORIA, SHAM-HEEN."
SITUATED ON THE BRITISH CONCESSION

MACAO HOTEL

MACAO
Telegraphic address—"FARMER, MACAO."
SITUATED IN THE CENTRE OF PRATA GRANDE Both Hotels electrically lighted, and under experienced European Supervision.
GUIDES AND CHAIRS PROVIDED.
Every information and Special attention given to Tourists.

REASONABLE RATES.
WM. FARMER,
Proprietor.

DENTISTRY

DR. M. H. CHAUN.

DENTAL SURGEON,
33, QUEEN'S ROAD CENTRAL.

1ST FLOOR, ROOMS 2 and 3 From the University of Pennsylvania, U.S.A.
Telephone 126
Hongkong, 27th January, 1910. [408]

SIEN TING

SURGEON DENTIST,
No. 10, D'AGUIAR STREET

TERMS VERY MODERATE.
Consultation Free.
Hongkong, 21st September, 1905. [1083]

INTIMATION



A. S. WATSON & CO.,
LIMITED,
ESTABLISHED A.D. 1841

WINE & SPIRIT MERCHANTS.

BRANDY:

	Per case of 1 doz.
A—SUPERIOR PALE, Red Capsule	\$20
B—SUPERIOR OLD COGNAC Red Capsule	23
WATSON'S *** COGNAC, Gold Capsule	23
C—SUPERIOR OLD LIQUEUR COGNAC, Gold Capsule	2
D—VERY FINE PALE OLD LIQUEUR COGNAC, Gold and White Capsule	35
E—FINEST OLD BROWN BRANDY, Gold and White Capsule	40
HENNESSY ***	30
ROUILLEREAU'S CHAM-PAGNE LIQUEUR	40
Per Doz.	
FINE PALE COGNAC (Marie Brizard & Roge's)	\$20 80
F. O. F. V. O. COGNAC (Marie Brizard & Roge's)	64 30
VERY FINE LIQUEUR COGNAC, 60 Years Old (Marie Brizard & Roge's)	100.00

Note—For Hongkong the above Prices will be increased by the amount of duty payable —\$7.20 Per Dozen.

A. S. WATSON & CO.,
LIMITED,
ALEXANDRA BUILDINGS.
[25.]

NOTICE TO CORRESPONDENTS.

Only communications relating to the news column should be addressed to THE EDITOR.
Correspondents must forward their names and addresses with communications addressed to the Editor, not for publication but as evidence of good faith.
All letters for publication should be written on one side of paper only.
No anonymously signed communications that have already appeared in other papers will be inserted.
Orders for extra copies of DAILY PRESS should be sent before 11 a.m. on day of publication. After that hour the supply is limited. Only supply for Cash.
Telegraphic Address: PAGES.
Codes: A.B.C. 5th Ed. Lieber.
P. O. Box, 34. Telephone No. 13.

HONGKONG OFFICE: 10A, DES VEGU ROAD C
LONDON OFFICE: 131, FLEET STREET, EC

The Daily Press.

HONGKONG, MARCH 9TH, 1911.

About three months hence, when through railway connection is established with Canton, many more Europeans than do so now will probably be crossing the borderline to explore the country beyond the British border. Before the railway is opened perhaps the Government will find some means of making an announcement which will settle the validity or otherwise of the notifications which on two occasions within the last six months have been published in the Government Gazette relating to the necessity of foreigners taking out passports if they wish to cross the borderline of the New Territories. Notification No. 303 published in the Gazette of September 30th reads as follows: "Attention is drawn to the provision of Article IX. of the Treaty of Tientsin, which requires every non-Chinese subject crossing the borderline of the New Territories to be in possession of a passport furnished him by his national representative in China." British subjects were advised to address themselves to H.B.M.'s Vice-Consul at Canton, forwarding at the same time the necessary fee, viz., \$4.20. Now, we are disposed to question the necessity for this in the case of foreigners crossing the borderline for a day's joint, or for an excursion of less than five days' duration. It will be admitted that if the subjects of one Power are allowed to roam about Chinese territory within certain limits for a period not exceeding five days, it becomes the privilege of all by the

operation of the most-favoured-nation clause which is included in the Treaties of all Powers with China. Therefore, we would direct attention to Article XVII. of the Treaty made between Portugal and China in 1887. The part of the Article pertinent to the question reads: "No passports need be applied for by persons going on excursions from the ports open to trade to a distance not exceeding 100 li and for a period not exceeding five days." Portuguese residents in Macao, we understand, exercise this right, but we are not aware whether it is also exercised by other foreigners in the Treaty ports of China. It may be objected that, as the Treaty of 1887 with Portugal has never been ratified, it is questionable whether the privilege can be claimed; but, as against this, we may draw attention to the fact that the provisions of the Treaty of 1887 are in operation and were confirmed by Article I. of the Treaty made with Portugal in 1904. That being so, British subjects, or the subjects or citizens of any other Power having treaties with China, are entitled to share in this privilege under the most-favoured-nation clause, and a foreigner, crossing the borderline of the New Territories for a day's excursion, need not be taxed to the extent of four dollars for a passport. Obviously it will be an unnecessary handicap to foreign passenger traffic on the railway when through communication with Canton is established if the Consular representatives of the Powers refuse to avail themselves of a privilege for their nationals to which they appear to be clearly entitled under the most-favoured-nation clause in the Treaties. Possibly the point has been overlooked, and we draw attention to it in order that it may receive attention in the proper quarters before the inducement to non-Chinese subjects in Hongkong to travel beyond the borderline of the New Territories is increased by the junction of the Kowloon-Canton railway sections in June next.

We note that the Shanghai Race Meeting has been fixed for May 1st, 2nd and 3rd.

Mumps and chicken-pox cases were quarantined on the American transport *Sheridan* due at Manila last Saturday.

A mole died of plague recently at Fuxian. This is stated to be the first case of plague in a hooved quadruped ever recorded.

The trial of the action brought by Mr. W. E. Leveson against Mr. H. D. Hutcheson will take place at H. M. Supreme Court at Shanghai on Monday.

At the Magistracy yesterday a coolie was fined \$3 for being in possession of live quail and partridges. His Worship (Mr. J. R. Wood) ordered the birds to be taken to Shatin and liberated.

Mr. F. J. Badeley, the Captain Superintendent of Police, accompanied by Mrs. Badeley and two children, left for Home yesterday on nine months' vacation. Captain Lyons returns to-day and takes charge of the force.

By permission of the Stewards of the Jockey Club, the King's Own Yorkshire Light Infantry are holding a Regimental Race meeting at the Race Course on the 1st proximo. The programme consists of six races.

Two waiters in a Chinese restaurant quarrelled the other day. One poured a pail of hot water over the head of his colleague. For this he appeared before the Magistrate yesterday and was ordered to pay \$4 compensation.

We are desired to state that through the courtesy of his Excellency Vice-Admiral Sir Alfred Wintle, K.C.B., C.V.O., C.M.G., the Band of H.M.S. *Minotaur* will play at Government House on the occasion of Lady Lugard's "At Home" on Friday.

Mr. J. Harold Dollar, Oriental manager of the Dollar Line at Shanghai, is now in Manila, inspecting the shipping condition, and states that the *Grace Dollar*, one of their Pacific coast steamers, would probably be put on the Eastern run sometime this year.

A Sanitary Board coolie was brought before Mr. J. R. Wood at the Magistracy yesterday charged with recklessly driving a cart which ran over a little boy at Yaumatei and injured him so badly that he had to be sent to hospital. His Worship found that the coolie was not to blame and discharged him.

The Governor-General of Indo-China has by circular, reminded all heads of departments that his predecessors explicitly forbade officials to buy, possess, or acquire interest in land in the colony, wherever they are in authority. But his Excellency now applies the prohibition to the whole colony, and warns officials against trading and engaging in speculation.

The library of the late Mr. Thomas Kingsmill of Shanghai is being sold by public auction this week. The auctioneer's announcement says: "This important library has been collected by the late Mr. Kingsmill during his many years' residence in China and is probably one of the last, if not the last, collection of books made by residents dating back to the late fifteenth century likely to come under the hammer in Shanghai."

Mr. Hubert Latham, the well-known aviator, is at present in the Colony on his way to Europe.

An echo of the financial troubles following upon the bankruptcy of Ching Yue at Shanghai last summer was heard in the Mixed Court last week when actions at the instance of Shawan, Tomes & Co. against two native banks were under consideration. The cases arose out of the non-payment of native orders, one of Tls. 16,860 and the other for Tls. 20,070. In the case of the first mentioned a sum of Tls. 3,372 had since been received. The Court made an order that the managers of the banks in question should give security pending the hearing of the case.

Every kind of a vehicle from a hand truck to an auto truck and from a carretela to an electric brougham, says a Manila journal, blocked the entrance at pier 5 on the 4th instant shortly before the departure of the Philippines Steamship Co.'s s.s. *Rubi* for Manila for Hongkong. On the pier itself a large crowd had gathered to witness the departure of those who have been visiting the city during the Carnival. This constabulary band was in attendance and rendered popular and appropriate airs much to the appreciation of those assembled. Among these who had come to bid adieu to the voyagers was the Governor-General, whose mother, Mrs. W. H. Forbes, was an outgoing passenger.

Suits have been filed in the court of first instance at Manila against W. H. Clark, auditor of the islands, now under suspension, and H. S. Alexander a district auditor, for the recovery of P15,500 as damages resulting from the arrest and imprisonment of D. J. McMillan and A. Wolfgang. This case arises out of the recent so-called Baguio mess scandals, and is brought on the basis of a claim that the complaint sworn out by the defendants was not based upon the facts in the case and was inspired by malice. Mr. McMillan has also filed a suit for libel against the *Times* Publishing Company, asking damages in the sum of P.0,000. The plaintiff claims that an article published by the *Manila Times* of September 13, 1910, was not true and that the statements made therein damaged his character and reputation.

S.S. "COBLENZ" IN A TYPHOON.

A ROUGH PASSAGE.

Three days overdue, and bearing indications of the storm through which she had passed, the Norddeutscher Lloyd's Australian line steamer *Coblentz* steamed into port yesterday morning. Throughout this voyage the *Coblentz* has experienced contrary weather, encountering strong north-westerly winds from Sydney to New Guinea and then running into a typhoon which, according to some of the officers, who have served years at sea, was one of the greatest through which they have passed.

When the steamer left Maroon, the steady nor-wester which was blowing freshened up, and sea and wind continued to increase, while the rapidly falling glass warned the watch that the ship was in for a boisterous time. In the early morning of February 28th, when about twelve miles from Yap, in the Caroline Islands the *Coblentz* was overtaken by the typhoon. The ship was then prepared for the blow, everything on board having been made secure. But the crew were not prepared for the experience through which they passed. Great green seas continued to break over the vessel, and were accompanied by a howling wind and a blinding rain which fell like a water-pistol. The steamer steered several courses to try to get clear of the hurricane, and eventually succeeded by running in a westerly direction. The centre of the typhoon was moving in the same way, but slowly, and the *Coblentz* managed to get ahead of the storm by which she was followed nearly all the way to the Philippines. Owing to the strength of the gale in the vicinity of Yap, which is surrounded by dangerous reefs, the *Coblentz* could not make that port, so proceeded to Manila.

Referring to her belated arrival, the Manila *Coblentz* says: "The North German Lloyd liner *Coblentz*, which has been causing considerable speculation as to her whereabouts, came past Corregidor on the afternoon of the 4th instant at 4.10. The vessel comes from Australian ports and her regular route is via German New Guinea and Yap. Several cablegrams have been received by the local agents from Yap reporting the non-arrival at that place, the latest advice being at noon on March 4th. The only explanation seems to be that the vessel was forced out of her regular course by storms and had to omit the port of Yap from this run. Her non-arrival at this port caused the local agents considerable anxiety and they were forced to send about thirty of the passengers booked for China and Japan on the *Coblentz* by the s.s. *Rubi*."

DR. KITASATO ON THE PLAGUE.

Dr. Kitasato, speaking at Mukden, is quoted to the effect that this is the first historical instance of epidemic lung plague unaccompanied by any bubonic cases. He further alleges that according to his searches made at Dairen the virus of the Manchurian bacillus is much weaker than that of the bacillus hitherto found in Japan. Thus, whereas the malady in Manchuria takes from 7 to 9 days before ending fatally, the bacillus in Japan does its work in 2 or 3 days. Moreover, although the carcasses of 20,000 rats have been microscopically examined at Dairen, in no instance has any trace of the pest been discovered, and the obvious inference is that in its present form it is not communicable to animals. It follows that this pest is not conveyed from man to man through the atmosphere, but is communicated by contact, which means that prevention is easy if the symptoms of attack be quickly diagnosed and if isolation be thorough.

TELEGRAMS.

[Protected by the Telegraph Message Copyright Ordinance, 1894.]

["DAILY PRESS" EXCLUSIVE SERVICE.]

THE PLAGUE IN MANCHURIA.

DECLINING RAPIDLY.

PEKING, March 7th.

The plague returns from Manchuria show that the epidemic is rapidly subsiding.

The deaths yesterday at Mukden numbered 18; at Kuangchong-tze 2. Elsewhere "almost free," the report says.

[REUTERS SERVICE TO THE "HONGKONG DAILY PRESS."]

JAPAN AND CHINA.

DRASTIC CHANGE FORESHADOWED IN JAPAN'S POLICY.

Tokyo, March 8th.

A Conference has been held at the Foreign Office attended by Count Komura, the Premier, and Mr. Ijima, the Japanese Minister at Peking.

The Conference is stated to have concerned a question of the highest importance, and it is surmised that a drastic change in the diplomatic policy of Japan towards China is contemplated.

FOREIGN INTERESTS IN MEXICO.

THREATENED BRITISH INTERVENTION.

LONDON, March 8th.

It is rumoured at Washington that the forthcoming manoeuvres of the United States Army in Texas is connected with serious eventualities in Mexico, where there are immense foreign interests at stake.

It appears that the British Government recently intimated that if the United States cannot protect foreigners in Mexico, Great Britain may feel it necessary to look after her own subjects there.

FRENCH CABINET'S PROSPECTS.

LONDON, March 8th.

A Paris message states that the Cabinet's programme is too advanced for the Moderate groups and too moderate for the Extremists. Consequently a short life is predicted for the new Ministry.

PRINCE LEOPOLD OF BATTENBERG.

LONDON, March 8th.

Prince Leopold of Battenberg, whose illness at Sydney was reported a fortnight ago, is convalescent and will proceed to Japan.

BRITISH TRADE RETURNS.

LONDON, March 8th.

The British trade returns for the month of February show an increase of £4,918,446 in imports and an increase of £3,961,250 in exports.

AMERICAN POLITICS.

LONDON, March 8th.

Reuter's correspondent at Washington telegraphs that Mr. Ballinger, Minister of the Interior, has resigned, and that his successor is Mr. Walter Fisher, of Chicago.

[FROM THE "N.Y. DAILY NEWS"]

"THE WINDMILL"

LONDON, March 1.

Lord Lansdowne has offered the nation the refusal of Rembrandt's picture "The Windmill" (for which he has received an American offer of £100,000.) Lord Lansdowne will himself contribute £5,000, if his offer be accepted.

SUPREME COURT.

Wednesday, March 8th.

IN SUMMARY JURISDICTION.

BEFORE HIS HONOUR MR. F. A. HAZELAND (ACTING JUSTICE JUDGE).

CLAIMS FOR MONEY LENT.

The hearing of the two actions brought against the Man Wa firm and others to recover amounts due for money lent and advanced concluded. The first claim was brought by Ip Mui Han Tong alias Ip Mui Pui to recover \$1,000. The defendants, Leung Chak Man and Chiu Wing Yu, were sued as being partners in the defendant firm.

Mr. A. Jackson (of Messrs. Johnson, Stokes & Master) appeared for the plaintiff, and defendants were represented by Mr. J. H. Gardiner.

Mr. Gardiner stated that in action No. 13 Mr. Seth had been appointed receiver, and a bond was being entered into for the sale.

His Lordship—Are you going to defend this action?

Mr. Gardiner—I have had no instructions. His Lordship—Then Mr. Jackson will prove his case.

Bailiff Rozario proved service on the defendant firm and on Leung Chak Man.

Plaintiff then gave evidence as to the amount due.

Mr. Gardiner—Might I ask a question, your Lordship?

His Lordship—I thought you were no longer instructed?

Mr. Gardiner—I am instructed, but I cannot defend as my client is not here.

His Lordship granted permission.

Mr. Gardiner (to plaintiff)—Are you related to Chiu Wing Yu?—Yes, he is a distant relation.

Did you visit him at his shop?—Occasionally.

You know he disappeared in February?—Yes.

And you did not take any proceedings until after he had gone?—I did not know he had absconded.

On February 5th when I went to the shop I found he was not there.

His Lordship entered judgment and costs for plaintiff.

A claim by Chiu Fuk Kwan to recover \$56250 was then considered.

The bailiff proved service of the writ, and plaintiff proved that the amount was due.

His Lordship gave judgment and costs against the defendant.

FUNERAL OF THE LATE DR. L. PEREIRA-MARQUES.

During Monday and Tuesday last the body of the late Dr. Marques, of Macao, lay in state at his residence. The catafalque was draped in black and surrounded by lighted candles, and numerous wreaths and immortelles sent from friends at Hongkong, Canton and Macao.

For the convenience of the deceased's friends in Hongkong, the hour fixed for the funeral was 6 p.m., after the arrival of the s.s. *Sui Tai*.

The cortege started shortly after the arrival of the Hongkong steamer, and was headed by four silver crosses from the four parish churches with their respective chaplains and the full body of seminarians from St. Joseph's College and the clergy. The hearse was covered with numerous wreaths. The chief mourner was the deceased's only surviving brother, followed by two cousins, Messrs. J. M. Castro Basto and Arthur Basto, the former carrying the decorations of the deceased, and the latter the medical insignia and diplomas.

The military band, not in uniform, came next, followed by a very large crowd of military, naval men and civilians. His Excellency the Acting Governor was represented by his A.D.C.

At the gate of the St. Miguel's Cemetery a guard of honour, under the command of an officer, was posted, and three volleys were fired as the coffin was lowered into the grave.

Dr. Alfred Lello delivered a very eloquent and touching funeral oration, in which he eulogized the deceased's career and expressed the high appreciation in which he was held by all classes of the community. His remains were interred in the grave of his youngest brother. The wreaths numbered over a hundred.

EARLY RETURN OF "THE FOLLIES."

We have pleasure in drawing attention to the advertisement announcing the early return visit of The Follies Mr. H. A. Dooley, their business manager, has returned from Manila and has arranged a three nights' stay at the Theatre Royal next Tuesday, Wednesday, and Thursday. We understand The Follies are continuing their series of successes in Manila, and are sure they will receive a warm welcome on their return here. Their stay is limited to three nights, as they are booked at Shanghai and Japan to follow. The plans are now open at Mou'tie's.

FILIPINO TWINS TO BE CUT APART.

A New Orleans dispatch says:—All the way from the island of Samar, Philippines, Lucio and Simplicio Godino, modern Siamese twins, have come to New Orleans in the hope that a surgeon can separate them. The twins are linked together in much the same manner as the famous twins of Siam, the connection being at the base of the spinal column. J. R. Louis, a wealthy mining engineer of Los Angeles, who is paying for the trip and operation, and Dr. James H. Dunaway, also of Los Angeles, with the father of the twins, accompanied them to this city.

The twins, linked as they are, feel each other's emotions. When Lucio walks forward, Simplicio walks backward. There was no trouble until recently when Lucio was taken sick while his brother remained perfectly well. They are 4 years old. The physicians of Los Angeles and San Francisco declared the children could be separated. It is the belief of others, however, that a successful operation can be performed.

COMPANY REPORT.

CHINA SUGAR REFINING COMPANY, LIMITED.

The Report of the General Agents on the Company's business for the year 1910 with a Statement of Accounts to 31st December last is as follows:—

There was a good demand for the Refinery's sugars during the earlier months of the year but from May onwards this was not maintained and owing to unprecedented stagnation in the consuming markets a severe decline in prices followed, which adversely affected the working results.

Inclusive of \$8,090.31 brought forward from the year 1909 the sum at credit on 31st December last was \$302,730.30, out of which an interim dividend of \$5 per share was paid on 30th August last; the General Agents and Consulting Committee recommend the following further appropriation:—

Interim dividend of \$5 per share paid on 30th August, 1910.....	\$100,000.00
To pass to equalization of dividend fund	80,000.00
Final dividend of \$5 per share making 10 per cent. for the year	100,000.00
To carry forward to next account	22,730.30
	\$302,730.30

PROPERTY ACCOUNT.

The sum at debit has been reduced to \$1,509,289.03 by the sale during the year of a portion of the Company's distillery property and by that of the old launch *Tweed*.

CONSULTING COMMITTEE.

Mr. E. Skellim resigned his seat on his departure from the Colony, and Mr. W. Logan was invited to take his place; the Committee now consists of the Hon. Sir C. P. Chater, C.M.G., Messrs. F. Matland, J. W. C. Bonnar, H. P. White and W. Logan, of whom Hon. Sir C. P. Chater, C.M.G., Messrs. J. W. C. Bonnar, H. P. White and W. Logan offer themselves for re-election.

AUDITORS.

The accounts have been audited by Messrs. W. Hutton Potts and H. Percy Smith, F.C.A., who offer themselves for re-election.

JARDINE, MATHESON & CO., LTD., General Agents.

Hongkong, 24th February, 1911.

BALANCE SHEET.

One Year—to 31st December, 1910.

Capital and Liabilities.

Paid-up capital \$2,000,000.00 |

Equalization of dividend fund \$20,000.00 |

Repairs and renewals account 42,526.73 |

Sundry creditors 1,212,708.42 |

Balance of profit and loss a/c \$302,730.30 |

Less interim dividend paid on 30th August, 1910 100,000.00 |

 202,730.30 | \$3,977,965.45 |

Assets.

Property account consisting of—

East Point refinery, Bowington refinery, Swatow refinery and Hongkong distillery \$1,509,289.03 |

Cash 1,215.10 |

Raw and refined sugar, &c. 1,558,820.14 |

Glucose, coal, stores, &c. 175,951.28 |

Sundry debtors 490,444.96 |

Shipments \$251,639.14 |

Less advances 39,394.20 |

 212,244.94 | \$3,977,965.45 |

PROPERTY ACCOUNT.

To balance on 31st December, 1910 \$1,531,209.03 |

 \$1,531,209.03 |

By sales of land and launch *Tweed* \$ 1,920.00 |

By balance on 31st December, 1910 \$1,509,289.03 |

 \$1,531,209.03 |

PROFIT AND LOSS ACCOUNT.

To commission \$25,976.69 |

To remuneration to consulting committee 2,500.00 |

To auditors' fees 750.00 |

To interest 20,078.05 |

To interim dividend 100,000.00 |

 \$149,304.94 |

To net balance 202,730.30 |

 \$352,035.24 |

By balance brought forward from last year's account \$8,090.31 |

SPORTING NOTES.

The change in the weather, though necessary and on the whole welcome, is likely to interfere with the programme of sport in the Colony. Lawn tennis is perhaps more adversely affected than any other sport, as practice for the tournament on the Hongkong Club courts was in full swing and the competition for the Halkwan cup was also in progress.

In League cricket, there was nothing that could be described as a surprise last Saturday. The R.E. continued their triumphant march by beating Civil Service, though they risked matters by going into the match with a team slightly weaker than they usually field. The Police after getting the Craigengower out for 72 looked like bringing off another win, but they could not reach that total themselves and had to acknowledge defeat by nine runs. Remnants had matters pretty much their own way at Kowloon. Had it not been for the stand made by Sutton, who compiled 69, the batting of the home team would have looked very sorry indeed. The Hongkong Cricket Club were lucky to win also on Saturday. They just managed to beat the K.O.Y.L.I. by ten runs.

The League champions have only two more matches to play, one against the Remnants and the other against the Club, so that their position cannot be challenged. The holders of the Shield in previous years were—

1903-04 Army Ordnance Corps.
1904-05 Craigengower
1905-06 Kowloon
1906-07 Kowloon
1907-08 Craigengower
1908-09 Hongkong Club "B"
1909-10 Hongkong Club "A"

	Remnants	H.K.C.C.	Kowloon	Craigengower	R.E.	Police	Civil Service	R.G.A.	Yorks
Remnants	—	W	D	W	W	W	W	W	W
H.K.C.C.	L	—	D	L	L	L	L	L	L
Kowloon	L	W	—	L	L	L	L	L	L
Craigengower	W	L	W	—	W	W	W	W	W
R.E.	L	L	L	L	—	L	L	L	L
Police	L	L	L	L	L	—	L	L	L
Civil Service	L	L	L	L	L	L	—	L	L
R.G.A.	L	L	L	L	L	L	L	—	L
Yorks	L	L	L	L	L	L	L	L	—

The Shield football competition has at length made some progress, and the first round after a general draw in all three matches has been decided. The R.G.A. lost rather badly to the left half of the K.O.Y.L.I., but the right half of the regiment went down before the R.E. by two goals to nil, while the Naval Yard won rather handsomely from the Club. Of the six teams playing on Saturday the work of the Yard was the most meritorious, and I should not be surprised to see this combination in the final.

The interport athletic contests at Manila ended practically as anticipated. The conditions of polo are different to those prevailing here, and with the different mounts the Hongkong men could not be seen at their best. The only thing that even up this contest is that when the Americans come over here they are at a similar disadvantage and lose by about the same margin. On the whole, therefore, honours at polo may be described as even. But not so at cricket. That the Manila team should beat the visitors at an essentially British game is a decided triumph, almost as great as the French rugby players beating Scotland not so long ago. Better things might have been hoped for at tennis. The courts in Manila are decidedly faster than those on which the Hongkong representatives are accustomed to play, and the visitors would doubtless find that they had not enough time in which to get accustomed to the new conditions. Even a Carr would have had to play all he knew to hold his own against the Manila men on their own courts.

OBSERVER.

KIA-YING.

[FROM AN OCCASIONAL CORRESPONDENT.]

March 4th.

TELEGRAPH COMMUNICATION.

The telegraph line between this city and Chauchan-fu will soon be ready for operation. The manager thinks messages can be sent next month. The operator is here with instruments and necessary equipment. From here three lines will be constructed without delay. One will connect with Hsin-nen and on to the south-west, another will connect with Kan-chau-fu in Kiang-si and the other will be built northward, probably to Tingchan-fu in Fuk-ken.

FOREIGNERS AND CHRISTIAN CHINESE BARRED.

A Mr. Vong, a native of this prefecture and of Taotai rank, is here promoting a scheme for the extensive planting of cinnamon trees. He has formed a stock company and published an up-to-date prospectus. One clause in the prospectus provides that no foreigner shall take out shares. Chinese who have become naturalised subjects of other countries and Chinese Christians are also barred, unless they again become Chinese subjects. Evidently it is believed (or affected to be believed) that to become a Christian is equivalent to losing one's nationality.

A CLAN FIGHT. On the first day of this month the magistratus of Chong-lok had the mortification of witnessing a pitched battle between two rival clans whom he had in vain tried to persuade to keep the peace. Many hundreds were engaged and it is reported that blood was shed. The magistrates of the river between Vang-lin-fu and Shui-tai has been interrupted for several days by this clan fight.

COMPANY MEETING.

THE KOWLOON LAND AND BUILDING CO., LTD.

The twenty-second ordinary meeting of shareholders in this Company was held at the Company's office, Victoria Buildings, at noon yesterday. Mr. T. F. Hough presided, others present being: Messrs. A. Rodger and J. M. E. Machado (Directors), A. Shelton Hooper (Secretary), M. S. Northcott, E. Chandobhoy, E. J. Hughes, J. H. N. Mody, J. Rodger, A. S. Hewett, Yung Yot Ting, E. Bruce Shepherd.

The Secretary read the notice convening the meeting. The Chairman said:—Gentlemen,—With your permission we will take the report and accounts as read. During the year under review our net receipts from rents show a falling off of \$572.79, on account principally of change of tenancies, and our expenditure on account of repairs from the same cause shows an increase of \$1,458.25. These two items alone are the cause of our being able to pay only a dividend of 82 as against \$250 for the previous year. But as all our houses are occupied, and some at increased rentals, your directors confidently expect, failing any unforeseen circumstances, to be able to pay for the current year the same dividend as that paid in 1909. If any shareholder has any questions to ask, I shall be pleased to answer them.

No questions were asked, and the Chairman proposed the adoption of the report and accounts as presented.

Mr. Hewett seconded, and the motion was carried unanimously.

On the motion of Mr. Mody, seconded by Mr. Yung Yot Ting, Messrs. A. Rodger and J. M. E. Machado were re-elected to the directorate.

Mr. J. Cor-Ewards was reappointed auditor, on the motion of Mr. J. Rodger, seconded by Mr. CHANDOBHOY.

The Chairman—Gentlemen, I thank you for your attendance. That concludes the business of the meeting. Dividend warrants will be ready to-morrow on application.

CYCLING ACROSS AFRICA.

ENGLISHMEN'S 5,700 MILE JOURNEY.

A remarkable bicycle journey has been successfully carried out by Messrs. P. H. Melland and E. H. Cholmeley, assistant magistrates in the service of the British South Africa Company in North-Eastern Rhodesia, who started last July from their stations at travel by bicycle across the heart of Africa to Cairo. They completed their journey on January 19, having travelled 5,700 miles in 170 days. Mr. Cholmeley has now arrived in England.

Telling the story of the journey, Mr. Cholmeley stated that he and his companion met on July 24 last year at Kasama, North-Eastern Rhodesia. For 51 days they walked and bicycled through German East Africa, towards the Victoria Nyanza. Mr. Melland's bicycle proved defective, so they shared the speaker's, taking turns to walk. The roads, he said, were surprisingly good for that part of the world; the natives were hospitable, and the German officials most obliging.

"We ran across some interesting people during this part of our journey," continued Mr. Cholmeley. "One of the Bakwa Valley tribes we found has a ruling caste of totally different origin to themselves. This caste appears to be of the Galla stock from Abyssinia, and until recently observed the same etiquette as prevailed in the families of the ancient Pharaohs of Egypt. For instance, they could only marry their own sisters."

"The sport in parts of German East Africa is splendid. In two days on the Uganda River we saw fifteen or sixteen different species of game and wild birds. These times were made up by lions and tigers, but they were not bold enough to attack our big camp. In two evenings we got 16 crocodiles, and our bag for the trip included a leopard, three big Uganda elephants, redbuck, topi, and hartebeeste."

On September 25 we arrived at the southern end of Lake Victoria Nyanza and took boat for Entebbe, and thence paid a visit to Nakroli. We went back to Entebbe and started north once more on a new route, which until quite recently has been closed.

The natives in this northern corner of Uganda treated us extraordinarily well. One chief delighted us by trotting out a small escort corps, all white naked boys ranging from ten to twelve. They had a cavalry bugle and two side-drums, and were commanded by a youngster who put them through the ordinary motions of company drill almost without a mistake.

After walking and bicycling through Uganda we arrived at Gondokoro the day after Christmas. There we sold our bicycles and kit, and took a Nile river steamer to Khartoum, and thence to Cairo.

CHURCH NEWS IN THE EAST.

THE BISHOP OF SINGAPORE.

Having completed a first visitation of his diocese, the Bishop of Singapore is returning to England on May 16th. He is in urgent need of at least ten additional clergy, of whom seven are required for Church work among European residents in the Straits and three for missionary work among the Malays and Chinese. He has devised a short-service scheme by which it is arranged that workers shall come out to Singapore in the first instance for three years, with their return passage guaranteed, a stipend of £60 per annum, and board, lodging, travelling expenses, &c., paid.

BISHOP INGHAM ON MISSIONS.

Bishop Ingham, the secretary of the Church Missionary Society, speaking at the missionary exhibition at Wandsworth, said that "globe-trotters" from Europe and America were restoring heathen temples. When he was in Japan he was asked to pay for a tile for the roof of a Buddhist shrine, and was told that his name and nationality and any other particulars he might desire would be engraved on the tile. Of course he declined, thereby gaining a reputation for meanness, but he found that tiles had been inscribed with the names and dignities of persons from most of the great cities of the English-speaking world.

He deprecated the multiplication of missionary societies, and said he would like to send to the Tower any one who proposed to start a fresh society. There were people who if they lived in the days of the early Church in these islands would have said, "The heathen Britain is a much finer animal than the Christian. Why don't you leave them alone?" On the whole, most people were glad the ancient Britons had not been left alone.

EDUCATIONAL WORK IN CHINA.

[BY PROFESSOR E. D. BURTON.]

The following article appears in *China*, the quarterly record of the Christian Literature Society for China:—

China confronts to-day one of the greatest tasks that any nation ever faced. This is nothing less than the creation of a new civilisation. China has reason to be proud of her old civilisation. It has outlived all other civilisations of the world. But she learned that it is not fitted to her new era, and in this has shown a degree of insight and wisdom that we cannot but greatly admire.

The task which China thus confronts is one of tremendous difficulty. Observe what is included in it. A new constitution, which means in reality a new political system; a new army, a new navy, a new economic and a new financial system, a new science pure and applied, a new education, in many respects new ethics. Observe the conditions under which these things must be produced. Outside, a scarcely disguised and an imperceptibly restrained desire on the part of foreign nations to exploit China for their own purposes. Inside, a very inadequate development of the national resources, a financial and a political system that must inevitably keep the Empire poor, so long as that system continues, and, not least, a dearth of great statesmen. The Empress Dowager was a great ruler, and she knew how to get the utmost service out of the statesmen in her service. Within a little over a year this able woman has died. Of her ablest lieutenants Yuan Shih-kai has been forced into retirement, Chang Chih-tung has died. The Prince Regent, from whom much was expected, has, to say the least, not yet demonstrated his capacity for great statesmanship. The situation is not to take advantage of his ignorance? Is not the true response of his ignorance heart to such a situation the desire and the effort in the hour of China's need, to assist her in every possible way?

In my judgment the limitation of our efforts at this time to any traditional lines in missionary work; the exclusion, except under the stern limitations of our means, of any form of work which will enable China to grapple with this situation, would be in reality a denial of the spirit of Christianity—a misrepresentation of our religion which would go far to defeat the direct effect we might make for the Christianisation of China; it would portray an insensibility to the needs of the hour, the doubt whether our Christianity is really worth their taking. It is not true of organised Christianity, as of the individual, that it must be willing to be cast as seed into the ground to die if it would really live.

The task before us is largely an educational one. Foreign scientists, engineers, financiers, and educators might conceivably assist China to reform her economic and financial system, develop her material resources, and build up her new educational system. But there are two insuperable obstacles to their actually doing so. China is too poor to allow this to be done, and the task would call for more men than are at all likely to be available. Foreigners can serve among them, can help, must help. But in the end all must pass into the hands of the Chinese; and the greatest service, the only really effective service that we can render, is in helping to educate the Chinese to the point where they can grapple with their own problems and solve them for themselves.

The education that the Chinese need is one that shall be both broad and serviceable, broad in its base, but adapted to meet China's specific needs. It cannot be a European or American education imported into China, but must be made out of the Chinese mind, and to the needs of this hour. It is not merely technical or narrowly utilitarian; it must be real education to make large men, yet men also trained for specific tasks.

The education that we offer to China must be permeated with the highest moral and religious ideas. It cannot be a mere adjunct of evangelistic effort. It must be education in its own right. But neither can it neglect the moral and religious element. Giving the best we have to give in the physical, biological, historical, and social sense, we cannot withhold the best we have in the ethical and religious sense. For not only is the ethical and religious element of education a vital and essential element, without which, as education, it would be seriously defective, but precisely at this juncture of China's history, it is imperative, necessary to give due emphasis to this element, lest, instead of raising the moral tone of China's life, we lower it, even though improving material conditions, leave her not more but less fitted to achieve the great tasks that confront her as a nation. How this important element of education can be made most effective requires careful consideration—perhaps more than it has received. Personally I doubt above the elementary school. But this consideration suggests from a desire, not to eliminate the moral and religious or the Christian element from education, but to make it as effective as possible.

The education that China needs is not for men only, but for women as well; not that boys and girls should be educated in the same school or follow the same curriculum; but in any plans for China it is as necessary to remember the girls as the boys. No phase of China's poverty is more impressive or more pathetic than her poverty of homes. If I am correctly informed, China, outside of Christian circles, scarcely knows what a home is. In our sense of the word, but China will never have homes till her women are trained to make them. There is no phase of education in China that appeals more strongly for consideration and development than the education of women.

But, if these things are true, it is evident that what the situation really demands is not isolated schools, here and there, but an educational system wisely organised and broadly constructed. The bulk of the education in China will, of course, be done by the government. In one of the provinces of China there are already one hundred times as many pupils in the new government schools as in Christian mission schools; and this situation is typical. The Christian schools can never rival the Government schools in number of pupils. Nor should any attempt be made to rival them in the sense of working in opposition to them. Christian educators should be friendly allies of Government education, and Christian schools help to Government schools. The West China Educational Union has shown the right spirit in adopting the curriculum laid down by the government. In all such ways we should be willing to meet the government more than half-way. After all, it

is their country, not ours. But while maintaining this attitude toward the government, I am persuaded that the aim of the Christian forces in China should be nothing less than the creation, on a smaller scale, but in all respects on a higher plane of excellence, of a complete educational system parallel to that which the government is seeking to create. Our own situation in America is instructive on this point. One great element of strength in our educational situation is the existence of schools established by individuals, or by religious bodies, side by side with the public schools and State universities. The schools of each class are better for the existence of the other class. But parallel systems are even more necessary in China than in America. Christian schools must first be built up with foreign help. But they ought to remain, long after the foreigner has done his work and retired, as thoroughly Chinese as those of the government, but representing private initiative and the Christian ideals.

Such education must be conducted by educators. When education is carried on purely by attrition, that is, by the influence of the Gospel, or purely for the purpose of educating Christian workers, it may perhaps be safely left in the hands of men and women who have had no training or experience in educational work, and whose ideas of education are instinctive and faulty. But when we stand face to face with the task of helping to create, for a nation of 400,000,000 people, a new education which shall enable them to maintain their existence in the face of grave dangers, and to create a new era of their history, this situation clearly calls for the ablest educators whose services we can possibly command. The greatest and, perhaps, turning away from his proper work, the school master, able to follow a better path, but unable to solve new problems—these are the persons for the hour of opportunity. It calls for men of broad vision, of keen insight, acquainted with the history of education, and able to make history, and make it right.

But this situation calls also—and calls loudly—for co-operative effort on the part of all who wish China well. Competition, duplication of effort, ill-adjustment of different schools—all these are evils that we might overlook if the situation were less serious; but with the dangers we cannot look upon with alacrity. We need all the wisdom that we can possibly acquire, and for this reason need to get together. We need all the men that can possibly be found, and cannot afford to waste the efforts of any in uncoordinated and consequently uneconomical work. We need all the money that can be got, and cannot afford to squander in ill-adjusted efforts any fraction of the available or obtainable means. The task as a whole calls for our utmost endeavour to achieve it, and imperatively demands the active co-operation of all who are able.

In short, that which we confront as in China to-day is the magnificent task and opportunity of extending, to the greatest homogeneous nation in the world, a hand of Christian help, by building up an educational system inspired by the Christian spirit and permeated with Christian ideals, and so helping that great people, in this supreme hour of its history, to fix the ideals and develop the institutions which shall make her one of the great nations of the future, let us hope one of the great Christian nations of coming centuries.

AN UNKNOWN LAND.

BRITISH EXPEDITION IN NORTH-WEST MONGOLIA.

Among the continually decreasing spots on the earth's surface that still have the privilege of being known as virgin or unknown soil, Central Asia, or, to be precise, North-West Mongolia, occupies a not inferior position. Although it has been repeatedly attacked by many well-known explorers, secret recesses still remain enshrouded in mystery. To reveal these secrets, three determined British explorers, Mr. Douglas Carruthers, Mr. J. H. Miller, and Mr. M. P. Price, left these shores in the spring of last year.

The chief object of this expedition is to explore zoologically, botanically, and so far as possible, geographically, the basin of the upper Yenisei river. The journey thither was made through Russia and Siberia to Krasnoyarsk, and from thence up the Yenisei to Minusinsk. According to information received by the Royal Geographical Society, these explorers passed over the Syansk ranges into the secluded basins.

The party explored the Chinese tributary up to its very source, while the Syansk divide was crossed and found to reach an altitude of 4,750 feet, with isolated groups of highlands attaining an altitude of some 7,000 feet. From Chokul, their route led up to the Chedan tributary of the Khenkik. Then the expedition crossed the Tannu-ola pass by the Borah pass, and traced the Sakia river to its source. We are told that the Tannu-ola, or snowy mountains, presented a rather featureless divide, while the Sakia range was an extremely rough ridge of 11,000 to 12,000 feet in height. Their route then led across the upper Blait Irish, north of Uliang-hai lake, and across the eastern Sakia mountains to the Emil valley of Chuguchak. Two weeks later, Kulja was reached.

The most interesting observations that were made soon after the party crossed the Syansk range was in connection with indigenous tribes. It was found by the explorers that the whole of the Upper Yenisei basin was sparsely inhabited by tribes of Urianhai, a race of Finno-Tartar stock "of peculiarly small stature." Mr. Carruthers says that a section of this race are dwellers in the taiga, "or reindeer-keepers," while the remainder live in the more open, park-like country of larch groves and pasture land. The former live isolated lives in the secluded valleys, but they are nevertheless an interesting people. It has hitherto been popularly assumed that reindeer is non-existent in China, but the explorers came across large herds of them, and found that they are to be seen there both in a domesticated and wild state. It fell to Mr. Miller to investigate this particular species of fauna, and he has something interesting and novel to say about it.

On the tributaries of the Yen-Kai, he says, on the upper waters of the Yenisei, Urianhai were met with who rely almost entirely on their herds of domesticated reindeer for their existence. These reindeer-keepers are only to be found in small isolated encampments, tucked away in remote valleys and amongst the dense "taiga." The reindeer are used both as baggage and riding animals, the tips of their horns being sawn off to facilitate their passage along the narrow forest paths. Their skins are used for making clothing, saddles, and various other necessities, while their meat and milk formed their chief items of diet. There were two distinct breeds in that one encampment. In their winter coat one is almost pure white, while the other is of a general dark brown color. Moreover, it is said that they never interbreed.

Two weeks after the Emil valley of the Chuguchak was reached the expedition arrived at Kulja, on November 14, 1910. It has not

yet been quite settled as to what this year's programme will be, but it is probable that start will already have been made in the early part of this year along the Chinese trade route through Urumchi to Hami. At this part of the programme it has been arranged that Mr. Price will start for England, while Mr. Carruthers and Mr. Miller will proceed further alone.—*Evening Standard*.

A NATIVE STORY OF MOUNT KINEBALU.

Everybody knows that Kinebalu is the great mountain of Borneo, but few could tell how it received its name or the meaning thereof. While travelling recently in its neighbourhood I was told by old Bahman, the son of a Brunei merchant and a Sarawak Bander, and the native captain of the Governor's yacht Petrol, the story of the mountain, which has at least the interest of all local folklore, and supplies a curious explanation of the name Kinebalu.

We had left Jesselton, and were going round the coast to Uskan Bay for a nearer view of the mountain. There are no inhabitants at Uskan, but produce is brought here from the up-country Tams (markets), and shipped by a small local steamer running between Sandakan and Labuan. The little pier, known as Maxwell's Pier, is built of upright piles of hard wood covered with a floor of palm-trunks, and the whole bound together with rattan.

The Custom House, a shed on the shore, facing the head of the pier, has a pair of stocks beside the doorway. It is three hours' pony ride from the headquarters of the district, where live one solitary white man, the district magistrate.

I left the Petrol in the longboat, and landing at the pier, walked up a slope of rough grassy land, where there were numerous pitcher-plants with pitchers three and four inches long. Looking inland from here I could see the Abai river winding through a typical piece of swamp, alluvial deposit brought down by the river and often stretching for miles on each side—then a series of foothills richly clothed with tropical forest, and above, in the distance, the grand mass of Kinebalu, its crest lost in cloud. The upper part of the mountain appeared purple and gray, mysteriously gray, with vast waterfalls about it that looked down like blue wisps of white hair.

Bahman talks no English, but the story, carefully interpreted, which he told me that evening, is as follows:—

"They say that 'Dooloo dooloo' (Gonggong) the Chinese lived here and knew about 'Koomala naga' (the flaming dragon) who lived in a lake on the top of that mountain, and every month they could see the great jewel in his head that flamed and shone with a light like a ball of fire. Then one day the Chinese people of Kimanis (which lies to the South) sent a petition to their Rajah, and the Rajah sent five hundred men to capture the dragon, and said that whoever killed it should receive a piece of land for his bravery."

The Chinamen could not climb the mountain, however, so they made several thousand boxes, and putting them one on top of another, climbed up as far as the lake. Just as they reached the top the boxes all fell down, and two or three hundred of the men were killed; then there were very many widows, and the mountain was thereafter called "hutu," which means widow, and China or Kina, which means Chinese, so it is Kinebalu to this day.

The dragon was killed later on, and came by his death in this way. The Kimanis people made some big kites, and several men tied themselves on to the kites and so flew to the lake on the top of the mountain. When they arrived they found the dragon asleep, and while he slept they stole the "batu," the jewel ball of fire, out of his head, and started back with it in a boat to their Rajah. When the dragon woke up and saw the Chinamen carrying off the "batu" in the boat, he started in pursuit. Then the Chinamen lighted lamps and threw them towards the dragon, who began to gobble them up "maccan maccan." Then they fired at him with "miriam" (big guns), and killed him, so that he died in the middle of the sea near Labuan, and now there are several small trees growing out of the water on the spot where he died.

The men took the "batu" to their Rajah, at Kimanis, and each of his two sons coveted the jewel. The Rajah said how could he give it to one without making the other angry. He decided to hide the jewel so that the two sons and their people might search for it, and whichever son found it was to keep it.

And the Rajah gave this jewel to a carpenter to hide for him, and this carpenter was a very clever man in his work. He cut a piece out of the trunk of a tree, put in the fireball, and closed up the place again so that nobody could perceive the marks. For ten long years the Rajah's sons searched, but they could not find the jewel.

Now, at last the carpenter died, and after his death his widow said to their "anak ketoll" (little son), "Listen to me, my son. Dooloo dooloo (long ago) your father hid the jewel of fire in a tree, for he was very clever, and I alone know which that tree is." And the carpenter's widow told her son the secret, and he went to the elder son of the Rajah, and promised to show where the jewel was hidden if he would give good reward. So the elder son of the Rajah obtained the jewel of fire after all.

"And where is it now?" I asked Bahman, and Bahman answered, "Say ya tidak tahu" (I don't know).

—*Full Moll Gazette*.

IMMIGRATION IN THE PHILIPPINES.

One is inclined to smile at some of the situations which present themselves to the American immigration officials in the Philippines. For instance:—

Several years ago Cho Chong Chuo, a wealthy Chinese merchant of Manila, went to China and brought back with him a woman whom he claimed to be his wife. Recently the steamer *Tein* carried from Hongkong Pang She, a Chinese woman of the better class, and her son and daughter. She asked admittance as the wife of Cho Chong Chuo.

The woman stated that she and her husband had had a disagreement when the latter first came to the islands, refusing to accompany him. According to her statement, the man then carried to Manila his second wife, leaving her in China. Later, however, she decided to follow her husband, and did so, bringing her children.

If later developed that the merchant and his wife had made up, and he supported the real wife's statement before a board at the custom house. The merchant stated that he had never made declaration that the other woman was his lawful wife, but he was confronted with the documentary evidence.

The board took the matter under advisement, and finally decided that they did not know which story was true, and denied admittance to the woman with the children.

Pang She then applied for a writ of *habeas corpus*, alleging that she is being illegally detained at the immigration station and deprived of her right to land and join her husband.

INTIMATIONS

HIRAM CARPENTER'S WONDERFUL CURE OF SKIN DISEASE

"I have been afflicted for twenty years with an obstinate skin disease, called by some 'D.P.' psoriasis, and other names, coming on my scalp, and in spite of all I could do, with the help of the most skillful doctors, it slowly but surely extended until a year ago this winter it covered my entire person in the form of dry scales. For the last three years I have been unable to do any labor, and suffering intensely all the time. Every morning there would be nearly a dust-pail of scales taken from the sheet on my bed, some of them half as large as the envelope containing this letter. In the latter part of winter my skin commenced cracking open, I tried everything, almost, that could be thought of, without any relief. The 12th of June I started West, in hopes I could reach the Hot Springs. I reached Detroit and was so low I thought I should have to go to the hospital, but finally got as far as Lansing, Mich., where I had a sister living. One Dr. treated me about two weeks, but did me no good. All thought I had but a short time to live. I earnestly prayed to be Cracked through the skin all over my back, across my ribs, arms, hands, limbs; feel badly swollen, toe-nails came off, finger-nails dead and hard as a bone; hair dead, dry and lifeless all around. O my God how I did suffer. My sister wouldn't give up, said, 'We will try Cuticura.' Some was applied on one hand and arm. Eureka! there was relief. I stopped the terrible burning sensation from the word go. I immediately got Cuticura Resolvent, Ointment and Soap. I commenced by taking Cuticura Resolvent three times a day after meals; had a bath once a day; washed about head, neck, arms, hands, feet with Cuticura Ointment morning and evening. Result: returned to my home in just six weeks from the time I left, and my skin as smooth as the sheet of paper. Hiram B. Carpenter, Henderson, N. Y., U. S. A."

The above remarkable testimony was written January 19, 1890, and is republished because of the permanency of the cure. Under date of April 22, 1910, Mr. Carpenter wrote from his present home, 610 Walnut St., Lansing, Mich., U. S. A.: "I have now suffered a return of the psoriasis and although many years have passed I have not forgotten the terrible suffering I endured before using the Cuticura Remedies."

SURVEYING

AND

SCIENTIFIC INSTRUMENTS

BY

W. F. STANLEY & CO.

AND

E. R. WATTS & SON.

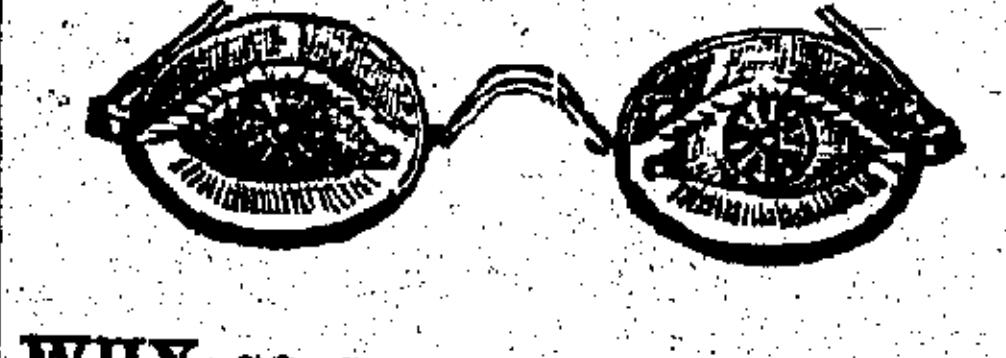
ALWAYS

KEPT IN STOCK

CHS. J. GAUPP & CO.,

ALEXANDRA BUILDINGS.

[256]



WHY GO TO

N. LAZARUS FOR YOUR GLASSES?

You will receive Fair Treatment.

BECAUSE 'A' Careful and Intelligent Examination.

We have a Sound Optical Reason behind every lens.

N. LAZARUS,

OPHTHALMIC OPTICIAN, CORNER OF D'AGUIAR ST., HONGKONG.

[262]

NOTICE TO KOWLOON RESIDENTS

EXTRA COPIES of Daily Press are on

Sale daily at the following Stores:—

KOWLOON BOOK STALL, Ferry Wharf

Messrs. H. RUTTON & SONS, Kow-

loon Store, No. 36, Haiphong Road.

Messrs. HUNG CHEONG, Haiphong Road.

Mr. AB Y

NOTICES TO CONSIGNEES

NOTICE TO CONSIGNEES.

FROM CALCUTTA, PENANG AND SINGAPORE.

THE Steamship

"ARRATON APCAR,"
having arrived from the above Ports, Consignees of Cargo are hereby informed that their goods will be delivered from alongside.

Cargo impeding the discharge of the Vessel will be landed at once, at Consignees' risk and expense.
Cargo remaining on board after 4 P.M. of the 7th inst. will be landed at Consignees' risk and expense.
Consignees of Cargo from SINGAPORE are requested to take IMMEDIATE delivery of their goods from alongside, such cargo impeding the discharge of the Vessel will be landed and stored at Consignees' risk and expense.

No Fire Insurance has been effected.
Bills of Lading will be countersigned by the Undersigned.

DAVID SASSOON & Co., Ltd.,
Hongkong, 6th March, 1911. [393]

EAST ASIATIC COMPANY, LTD., COPENHAGEN.

NOTICE TO CONSIGNEES.

THE Steamship

"TRANQUEBAR,"
having arrived, Consignees of Cargo are hereby informed that their Goods, with the exception of Opium, Treasure and Valuables, are being landed and stored at their risk into the Hazardous and/or Extra Hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, Kowloon, and West Point Godowns, whence delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 9th inst. will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 9th inst. at 9.30 a.m.

All Claims must reach us before the 14th inst., or they will not be recognized.
No Fire Insurance will be effected by the Undersigned.

This Steamship brings Cargo:
Ex ss. "Oscar Dickson" from Christiania.
Ex ss. "Transport" from Drammen.
MELCHERS & Co.,
Agents.
Hongkong, 2nd March, 1911. [3]

"SHIRE" LINE OF STEAMERS, LTD.

NOTICE TO CONSIGNEES.

FROM EUROPE.

THE Steamship

"GLAMORGANSHIRE,"
having arrived from the above Ports, Consignees of Cargo by her are hereby informed that all Goods are being landed at their risk into the Hazardous and/or Extra Hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., whence, and/or from the wharves delivery may be obtained.

Goods not cleared by the 12th inst. will be subject to rent.
All damaged Cargo must be left in the Godown, where it will be examined on MONDAY, 13th inst. at 10 A.M. Claims against the Steamer must be presented within 10 days of arrival otherwise they will not be recognized.

No Fire Insurance will be effected by us in any case whatever.
Bills of Lading will be countersigned by JARDINE, MATHESON & Co., Ltd.,
Agents.
Hongkong, 6th March, 1911. [420]

AMERICAN AND MANCHURIAN LINE.

NOTICE TO CONSIGNEES.

FROM NEW YORK.

THE Steamship

"MATOPPO,"
Capt. W. H. Dorman, having arrived from the above Port, Consignees of Cargo are hereby informed that their Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., Kowloon, and stored at Consignees' risk and expense.

All broken, chafed and damaged Goods are to be left in the Godowns, where they will be examined on MONDAY, 13th March, at 3 P.M.

All Claims must be presented within fifteen days of the Steamer's arrival here, after which date they cannot be recognized.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 15th March will be subject to rent.

No Fire Insurance has been effected.
Bills of Lading will be countersigned by SHEWAN, TOMES & Co.,
Agents.
Hongkong, 7th March, 1911. [422]

TOYO KISEN KAISHA.

NOTICE TO CONSIGNEES.

SS. "NIPPON MARU."

FROM SAN FRANCISCO, HONOLULU AND JAPAN PORTS.

The above-named Steamer having arrived, Consignees of Cargo are hereby notified to send in their Bills of Lading for countersignature, and take immediate delivery of Cargo alongside.

Cargo remaining undelivered on SATURDAY, the 11th inst., at 5 P.M., will be landed at Consignees' risk and expense and delivery must then be taken from the above Co.'s Godown.

No Fire Insurance whatever will be effected.
No Claims will be recognized after the Goods have left the Steamer or Godowns, and all Goods remaining undelivered on WEDNESDAY, the 15th inst., after noon, will be subject to rent and landing charges.

All chafed and otherwise damaged Cargo to be left on board or godown, and examination of same to be arranged.
All Claims must be filed on or before 23rd inst., otherwise they will not be recognized.

K. MATSUDA,
Agent.
Hongkong, 8th March, 1911. [425]

A WOMAN'S TRIBUTE

TO THE VALUE OF DR. MORSE'S INDIAN ROOT PILLS WHICH ENSURE

PERFECT HEALTH, RICH BLOOD, CLEAR COMPLEXION, SWEET BREATH and regularity in all the functions.

Mrs. E. DE LAFOURTE writes to us as follows:—

Gentlemen,—I have for some time been an admirer of Dr. Morse's Indian Root Pills.

Since I began to use them I have had excellent health; I have kept myself regular and strong by their use. The South China climate is at all times particularly trying to ladies, but your pills give tone and vigour and overcome these troubles. I always recommend them to my friends as a safe and reliable corrective and promoter of regularity.

I am, dear Sir,
Yours very truly,
Mrs. E. DE LAFOURTE.

The remarkable power of Dr. Morse's Indian Root Pills to overcome female ailments and restore health to sick and delicate women is well and widely known. They are a perfect blood purifier and a positive and permanent cure for Biliousness, Indigestion, Constipation, Headache, Bloating, Liver and Kidney troubles and all irregularities.

For Sale by all Druggists, Chemists and Medicine Dealers.

WATKINS, LTD.,
Wholesale and Retail Agents,
Hongkong.

AS SUPPLIED TO THE HOUSE OF LORDS AND HOUSE OF COMMONS

THORNE'S OLD VAT



SCOTCH WHISKY.

SOLE AGENTS IN
HONG KONG, CHINA & MANILLA.
A. S. WATSON & CO., LTD.
147

MARTIN'S
APIOL STEEL
PILLS

A French Remedy for all irregularities of the Menstrual Cycle. It is a powerful blood purifier and a positive and permanent cure for Biliousness, Indigestion, Constipation, Headache, Bloating, Liver and Kidney troubles and all irregularities.

MARTIN'S
APIOL STEEL
PILLS



BEWARE OF IMPURE WATER.

"PRANA" Sparklet Syphons enable you to produce the purest, freshest Soda Water obtainable.

SAFER AND CHEAPER
SOLD BY ALL STORES,
SYPHONS at \$2.00 each.
BULBS at \$0.90 per box.

WHOLESALE BUYERS:
Can obtain at London price from
KWANG SANG HONG, LTD.,
WHOLESALE AGENTS,
246 & 248, Des Voeux Rd. Cent. HONGKONG

行發總

PRINTING

Nothing creates such a good impression in business as the use of First Class Printing. The difference in cost between good and bad printing and material is generally nil.

"THE HONGKONG DAILY PRESS"
PRINTING WORKS
turn out the Best Printing at Reasonable Price.

NOTE AND NEWS.

IN THE DIocese.

Connected by marriage with the Lyttelton family, Dr. Talbot, the new Bishop of Winchester, shares their enthusiasm for cricket. The story is told that on one occasion, when batting, he was annoyed by a bowler's frequent wickets. "Please keep the bowling in the parish," he said. The next ball took him plump in the waistband, and the bowler quietly observed, "I think that's in the diocese, my lord."

HERCULEAN INFANTS.

The myth of the infant Hercules who strangled two serpents in his cradle may not have been a myth at all, but a fact. Modern science, the Telegraph points out, has proved that it is quite a possible fact. The new-born babe is relatively much stronger than a full-grown man, according to the result of medical tests:—The muscles of the forearm are surprisingly vigorous. A few hours after birth a baby suspended by its finger to a stick, or to the finger of a person, can hold itself in the air for ten seconds, and, in the case of particularly strong infants, for as long as half a minute. At four days old the child's strength has increased, and the time is two and a half minutes for 98 per cent. of babies. The maximum is attained at a fortnight. Few infants can hang on for more than one and a half minutes, though one exceptional young Hercules remained suspended for 2min. 38sec by this right hand. After that he still hung on with his left for 15sec. longer.

BUDDHISM IN EUROPE.

Buddhism has made great strides in Europe during the past year. The membership of the Buddhist Society of Great Britain and Ireland is now counted by hundreds, and branches have been established in Liverpool and Edinburgh. Prof. Rhys Davids, the writer on Pali and Buddhist literature, is the president. A Scottish convert to Buddhism, who is now a monk in Burma, is shortly coming to England as first resident missionary. Great progress has also been made by the German Buddhist Society, which has two important Press organs in Leipzig and Breslau. Propagandists have been especially active in Hungary, where five editions of Subhadr's Bhikkhu's Buddhist Catechism have been exhausted. For the first time in Europe an attempt has been made to get Buddhism officially recognised by the State, so that it could be taught in the schools. The plan was not successful owing to the opposition of the Roman Catholics.

THE KEYNOTE TO BUSINESS SUCCESS.

It has been estimated that a hundred million sterling are spent annually on various forms of advertising in this country. This startling statement was made at the first of a series of lectures (under the supply of the Advertising World) to be given before merchants and manufacturers in large towns, with the object of encouraging and assisting the growth of commercial advertising. Mr. Russell added that 100,000 people were supposed to be engaged in the United Kingdom in the work of advertising. Advertising is capable of increasing the total consumption of a useful commodity. This was illustrated on the screen by figures showing the growth in imports of raw and manufactured cocoa during the last 15 years. In no country was soap so largely advertised as in England, and the consumption of soap in England was greater than in any other part of the world—over 21lb. per head per annum. The only correct way to compute the cost of advertising was in proportion to the quantity of merchandise sold by its aid, and Mr. Russell showed figures proving that a \$350 advertisement sold goods at a lower cost per unit than an advertisement costing only \$50. Those manufacturers who advertised their goods were increasing their business and extending their works, and those manufacturers who did not advertise were being left behind.

QUEEN AMELIA'S FUTURE HOME.

The Pope has authorised the sale of the Palace of San Telmo in Seville to the Countess of Paris, as a residence for her daughter, Queen Amelia of Portugal. The Palace was for many years the residence of the Infanta Maria-Teresa, sister of Isabella II. and wife of the Duke of Montpensier; but the Duchess, then a widow, signed a deed on her deathbed bequeathing the property to the Archbishop of the diocese for the establishment of a seminary for priests. This unlooked-for disposition caused great ill-feeling among the people of Seville, who had always considered the Palace as the property of the nation, and deeply grieved the Countess of Paris. The Duke of Orleans contested his grandmother's will in a lawsuit which lasted for some years, but eventually the seminary was founded, and the Countess established herself with her family at Villamariquina, some 15 miles from Seville. The Countess and her children have always been extremely popular there, for their charity and benevolence are household words among the poor, and the prospect of Queen Amelia's return to Seville in her widowhood is hailed with delight by everybody. The Palace stands on the left bank of the Guadalquivir, with an imposing Baroque frontage, extending for a considerable distance. The grounds, which were beautifully kept up in the time of the Infanta, contain some interesting Roman sepulchres and many fine trees. The Palace was built in the 18th century for the purposes of a naval college, hence its dedication to the saint who watches over mariners.

TYPING IN SYLLABLES.

The latest development in connection with the typewriter is a machine to print syllables of two and three letters by a single pressure of the key—a time-saving device that will meet with great favour in all business. The invention calls for no special skill on the part of the operator. In the model that has been constructed there is the ordinary standard keyboard, with 48 syllable keys in addition, but this number can be extended to 60 or more. The two-letter syllables include the following: be, an, oh, de, ed, ie, in, no, it, un; and among the three-letter syllables are all, who, are, and, has, the, out, for, may, not, lay, com, com, ing, acc, dis, per, pro. When the operator has become used to the position of the syllable keys, and memorised them, it is clear that typing will be a more rapid process. For instance, for the word "disunion" it is only necessary to depress four keys instead of ten, as on an ordinary machine; "disunion" is written by means of three keys instead of eight; "misfortune" and "permission" also require only four keys each. German words such as unseemingly, beifrieden, vorgefunden, and understood can be written by depressing four keys for each word instead of 11, and a similar saving is effected in the case of French and other languages. The machine possesses a unique pearl and escapement wheel, which are so arranged that when a syllable key is depressed the carriage "jumps" a space equal in length to the syllable. The type strikes the ribbon through a metal guide, thus ensuring perfect alignment.

PROGRESS AND THE MUFFIN MAN.

The street lamps were not yet lit, but the late afternoon was deepening into twilight and the orderly vista of more or less desirable private residences lost itself in yellow-grey gloom at a distance of a couple of hundred yards or so. It was a cold, raw evening, and those who sat within doors over a cheerful fire had decided advantage over their fellows whom business still kept abroad.

Far away in the fog beyond a hard bell was clanging not unannually. It heralded the approach of a British institution, the Muffin Man, and awoke in many breasts a yearning for the delicacies that he bore on his head under a snug blanket of green baid.

As he approached the trim mounds tripped up the area steps and lay in wait for him to execute their commissions, and each had a word and a smile for him. Even if they all made the same remark about the weather he accepted it in each instance as a novel and original remark, for he was a man of tact.

So he made a gracious progress down the street, leaving a gathering-train of happiness behind him. All of a sudden a dim figure stepped in front of the Muffin Man and barred his path.

"Now then," said Progress, "what are you doing with that bell? Don't you know that it's a noisy instrument within the meaning of local by-law 3,782?"

"Not very noisy, surely," said the Muffin Man, humbly. "Besides, what can I do without it? I must let the people know I'm coming, or how can they buy my wares?"

"Drop 'em a postcard the night before," said Progress, "or, if you like, knock at their doors, and ask them if they want any muffins. The latter would be better."

"But a sudden dim figure stepped in front of the Muffin Man and barred his path."

"It would be legal, anyway," said Progress, "and ringing a bell isn't legal. It's prohibited under the by-laws."

"But if I called at every house, or even at the houses I generally serve," said the Muffin Man, "I should never get through my round, and as it is I only earn a bare living. They don't all want muffins every time, and look at the time I should waste."

"Look here," said Progress, "if you can't make your business pay by adopting up-to-date, civilised methods, the sooner you drop it the better. People have complained."

At that moment a traction engine, towing a lorry laden with a clattering, shattering load of iron rods and guttering, puffing round the corner, drowning the voice of Progress and making conversation impossible for some minutes.

"If you object to noise," said the Muffin Man, "as soon as he could make himself heard, 'what about that deafening contrivance? Surely it makes a hundred times the noise that I do, and, besides, it shakes the houses to their foundations.'"

"Ah, but think what an improvement it is upon the old methods," cried Progress enthusiastically; "that engine is doing the work of a score of horses at least. Look at the time that is saved, look at—"

"But don't people object?" interrupted the Muffin Man.

"Let 'em!" said Progress scornfully. "Do they think that the world is going to stand still with its cap off because they've got an attack of the nerves?"

A moment later a motor-car came into view, hooding vigorously. A lad crossed the road in front of it, and the motor made a sudden, terrifying, retching noise—the last word in the mechanical expression of impatience. There followed a one-horse van, laden with empty milk churns which clashed and banged against one another as the vehicle lurched over the uneven roadway.

"They're all right," said the Muffin Man, bitterly. "No by-laws for them, are there?"

"Of course not," said Progress. "I suppose even a survival like you would admit that people must use motor-cabs and drink milk?"

"And eat muffins?" laughed the Muffin Man. "I'm not going to argue," said Progress. "I haven't got time. But you mustn't ring your bell. Yes, wring your hands if you like. There's nothing in the by-laws against that."

"You ain't sold many, Jim," said the Muffin Man's wife, as he entered with his tray still piled high.

"They won't let me ring my bell," said the Muffin Man. "That's the finish of me."

"But what shall we do?" asked the Muffin Man's wife, apprehensively.

"Live on muffins as long as they last," said the Muffin Man, gloomily. "and when we've finished we can move into the workhouse in the sacred cause of Progress."—Daily Mail.

SUICIDE OR MURDER UP TO DATE.

An American paper says that never in all the annals of romance, since the first cave man abandoned his bluegown and implanted a kiss of love upon the lips of his captured partner, has there been so strange, so apparently inexplicable, a mystery as that which surrounds the simultaneous deaths of Charles Edward Irving and Miss Grace Elouise at Cumberland, Md. Seated together upon a sofa in the parlour of the Elouise home the afternoon of the day preceding that set for their marriage, these lovers are believed to have kissed each other, one conveying to the other in this manner a fatal particle of the deadliest of poisons, cyanide, one drop of which placed upon the tongue causes instant death. The mother of the girl who was to be married entered the room and found the lovers hand in hand, still seated upon the sofa, staring at each other, but the eyes were the eyes of death. No viol or other holder for the poison was found. In Mr. Twigg's mouth was a bit of chewing gum which apparently he had just begun to chew. No cyanide was found in the gum, though the poison was present in the bodies of the victims. The police are working on several theories, the most generally accepted being that in some mysterious way the lovers were murdered by the use of the poison.

WEATHER REPORT.

On the 8th at 11.55 a.m.—The barometer has risen quickly in E. Japan, the depression lying over Hokkaido yesterday having moved away over the Pacific.

Pressure has given way considerably on the N.E. coast of China, a depression having appeared over N. China. Pressure is low also over S.W. China and Tongking.

The highest pressure is shown over the S. part of the Sea of Japan.

Moderate S.W. winds may be expected over the N. part of the China Sea.

Hongkong rainfall for the 24 hours ending at 10 a.m. to-day, 0.07 inches.

The forecast for the 24 hours ending at noon to-day is as follows:—
Hongkong & Neighbourhood: (F)
Formosa Channel: E. winds, moderate.
South coast of China between: Same as No. 1.
Hongkong and Lamook: Same as No. 1.
South coast of China between: Same as No. 1.
Hongkong and Hainan: Same as No. 1.
S.E. winds moderate; cloudy, fog or mist.

CAN YOU FIND A BETTER OFFER THAN THIS?

1. Government and Municipal Guarantee for the ultimate repayment of principal, at least at par.
2. Possibility of Premiums, the smallest affording ample interest on your outlay, the largest constituting a Fortune.
3. Payment of the sum you wish to invest by easy instalments.

PREMIUM BONDS

give you these opportunities.

WHAT ARE THESE BONDS?

They are high-class and absolutely safe securities, payable to bearer, issued by the various Governments and Municipalities of Europe; they are redeemable at periodical drawings, either with Cash Premiums varying from £40 to £40,000, or at the very least, at their full nominal value.

EASY PAYMENTS.

We sell these bonds singly or in combinations of the most advantageous ones, payable by convenient Monthly Instalments ranging from £1 to £20.

We are the largest Dealers in the world. Write for Handbook, sent post free.

MELVILLE, GYLL & Co., Bankers,
3, Rue de la Bourse, Paris (France).



COLEMAN'S WINCARNIS. THE GREATEST TONIC IN THE WORLD.

WHAT IT has done for OTHERS it will DO FOR YOU. Its refreshing and exhilarating effects are a revelation to those who have never tried it before.

"WINCARNIS" has a charm all its own, which you cannot fail to appreciate. The combination of all that is most nourishing in Beef and Malt is prepared in Wincarnis gives a TWO-POWER STANDARD that cannot be equalled for giving Strength and Stamina, Vitality and Force to Men, Women and Children.

BUY IT TO-DAY

From any leading Chemist.

MUSTARD & COMPANY

Wholesale Distributors for China and Hongkong.
No. 22, Museum Road, Corner of Soochow Road, Shanghai, [402]

MUSIC AND RELIGION.

RIVAL TO THE CHURCHES.

Is music taking the place of religion? Is Mendelssohn more of a prophet than Moses, and is the emotionalism of Chopin more elevating than Christian sentiment?

These questions may seem rather impertinent, but they are put in all sincerity, and demand an answer. For one phase of that great change which is taking place in the character of the English Sunday is the remarkable attraction of great Sunday concerts and their monster audiences.

To a great extent the National Sunday League is responsible for this new popularity of music, and the success they have attained is being imitated by other organisers. Undoubtedly, says a writer in a London paper, these Sunday concerts are having an immense influence in making familiar to the public ear the most important and beautiful works of the great masters.

But neither Mr. Becham nor Sir Henry Wood choose what used to be called "popular" music. It demands a certain refinement of sensibility and a fairly high level of musical education to appreciate Tchaikovsky's Symphony No. 5 in E minor and Beethoven's Concerto for piano and orchestra in G major. A beautiful pianist like Miss Fanny Davies interpreting a Schubert impromptu or a study of Rubinstein puts a spell upon any human being who has music in his soul, but not unless that innate sense of music has been cultivated up to the appreciation of that concord of sweet sound.

The fact is proved that in London there is a vast number of ordinary middle-class folk who are able to appreciate the masterpieces of classical music, and who flock eagerly on Sunday afternoon and evenings to the great halls which provide that entertainment. It is true that technically the admission is "free," and that a number of people get standing room for nothing, but the majority of people in these great audiences pay for their seats—from 1s to 5s—so that from a business point of view these Sunday performances must bring a handsome profit to the organisers. Many people will rejoice that classical music does not, like Shakespeare, "spoil ruin" for it is a proof that after a long period of deafness to the magic of sound the ears of the English people have at last been awakened.

EFFECT ON THE CHURCHES.

From the suburbs, from the Kensingtons, from Baywater and the "inner circle" come thousands of middle-class people and thousands of young men and women of moderate means on a Sunday afternoon and evening, to spend two or three hours in the enjoyment of that emotion which belongs to noble music finely played.

But the questions put at the head of this column remain unanswered. Is it possible or probable that musical emotion is replacing religious emotion? What effect has this new habit upon the Churches?

From many denominations comes the plaint of dwindling congregations, of sermons preached to a few old folk in a "beggarly array of empty benches," of the failure of evening services to attract the young people who formerly came, hymn-book in hand, to lift up their hearts in praise. The Free Churches have just revealed their profound uneasiness in regard to this matter. The Church of England makes no secret of its discontent. Even the "popular preacher" is "losing his following," however big his pastors.

It seems likely that this increase in Sunday concerts has some connection with the diminishing congregations. In that case the psychologist and the philosopher will have to be consulted as to the probable influence of Chopin, Schubert, Tchaikovsky, and other masters of sound-emotion upon the character of the people.

ON SALE.

THE FIFTY YEARS ANGLIO-CHINESE CALENDAR

日歷英中年十五

FROM 1ST JANUARY, 1904 TO 31ST DECEMBER 1913, BEING FROM THE 1ST YEAR OF THE 70TH CYCLE TO THE 50TH YEAR OF THE 70TH CYCLE.

PRICE \$2 CASH.

On Sale at the "HONGKONG DAILY PRESS" OFFICE, or Agents in all the Ports of the Far East.

The Book will be sent by Registered Post (free) to any part of the World unrepresented by Agents on receipt of Money Order.



NAPIER JOHNSTONES'

"SQUARE BOTTLE"

WHISKY.

UNVARIED FOR OVER

150 YEARS.

THE SAME TO-DAY AS IN

1745.

BEWARE OF IMITATIONS.

SOLE AGENTS IN HONGKONG:
LANE, CRAWFORD & Co.,
and from ALL WINE MERCHANTS.

[56]

FOR NERVOUS EXHAUSTION

LOSS OF MEMORY and DEBILITY and to feed the NERVES

CHAPOTEAU'S
PROPHO-CYBERATE OF LIME

It increases vital energy and nerve force, cures Neurasthenia, Dyspepsia, Insomnia, and nervous diseases in adults and children.

IN CAPSULES, IN WINE, AND IN SYRUP

CHILDREN OF FAR CATHAY

A SOCIAL AND POLITICAL NOVEL OF ABSORBING INTEREST.

By CHAS. J. HALCOMBE
(Formerly of the Imperial Chinese Customs Service, Author of "The Mystic Flower Land," etc.)

THE VOLUME which consists of 146 Pages, and includes a Sketch Plan of historical interest showing the disposition of the Forces at the battle of Kwaishan, is dedicated to Sir ROBERT HART, G.C.M.G., and Dr. A. RENNELL.

A CORNISH CHARACTER.

"Law bless you, mister," said the man, "I couldn't grieve. She's been a good woman to me, I know that, but I've been a good man to her. I ain't never knocked her about or come home drunk, and as long as she's cooked my vittles proper and kept the house neat and tidy I've had nothin' to say. She's dyin', sir; yes, I know that. And do you think I can grieve about it, sir? That ain't my nature. I ain't what you'd call a grievin' man. I s'pose I should have to find another wife, and that's all there is about it."

I looked at the rough Cornishman in some amusement. This was something altogether outside my line. Surely he must be posing. Had I not just seen him give a copper to a little maid who was crying because she had lost her doll. He looked a normal, honest fellow enough. And yet—"Bless you, sir," he went on, with a laugh, "we chaps ain't got no time for what you call sentiment. I've never had the time nor the inclination to be good. Ever since I was a little fellow I've been roughing it at sea. It's a hard life, sir, a sailor's; but I ain't gramin' it. Not that I haven't had one or two unlucky experiences. Why, only a year ago I come across a dead man on the sea. It was a lonely place enough, and I was alone. 'Charley,' says I, 'you're in luck. Here's a dead body, and you here alone to go through his pockets w' no one to see you. An' if you'll believe me, sir, there was nothin' but a few jaybies in his pockets. There weren't even a watch or as much as a sixpence in money. So I leaves it where it was, and walks away angry-like."

Now the man told me this gruesome little story just as Jones told his wife that he met Robinson in the morning. And in an instant it was face to face with a discovery.

I had left what we called civilisation, what some call by a harsher name, Hamburg, behind me. I was face to face with primitive man, Cornish croaker, smuggler, pirate, redviver, and instantly I seemed to understand the unaccountable spirit that has made the British Empire what it is to-day.

Here was a type, and I set myself to work to study it. And this is what I discovered: First, the man was absolutely without fear. He held the Board of Trade medal for saving life from drowning under exceptionally perilous conditions. He had, under the influence of drink, looked a shop in Brussels, and only escaped imprisonment, thanks to his own dare-devilry and happy fluke, he had smuggled, he had led a life of reckless carelessness that would have made an ordinary man recoil from him in horror.

And yet in spite of all he had that about him which compelled your liking. He had an inordinate sense of humour, a deep love of animals, while little children went to him without hesitation; he was a magnificent sailor, could make you a boat, a table, a chair, a picture-frame, could turn his hand to masonry or carpentering with the best; had a knowledge of blacksmith's work was a good gardener, a reliable groom, knew all about poultry-keeping, was an excellent sail-maker—these were accomplishments enough in very sooth.

He hated persons with a deep and abiding hatred, yet had looked death in the face too often to feel any fear of that Grim Arbitrator.

He told me a story that well illustrates this: "There was a gale o' wind blowing," he said, "and me an' a feller named Arthur Harris was sent aloft to furl the royals. As we got astride the yard he sings out to me: 'I'm goin' to drop, Charley!' 'Drop, then, silly fool,' says I, and mind you, it was blowin' hard, mister. Well, the silly fool drops. When I comes down, I see the old man. 'Whore's Arthur?' 'Didn't he come down with you?' says the cap'n. 'No,' says I, 'I come down the shrouds.' 'The silly fool must have dropped in the sea,' says he. Which he had done. Gosh, he ought to have known better than that."

But what he did not tell me was that he gave up the whole of a year's scanty pay to the widow of the unfortunate Arthur Harris. I found this out for myself afterwards.

Charley's contempt of all foreigners was immense. "It's shameful," he remarked on one occasion, "how English fellows behave when they're abroad. Which reminds me how when I was in Russia once—'E'en me we should say—"the skipper of my vessel was one of these palm-swinging ole blokes who never drunk nothin' stronger than pop, and I got into trouble and it took twelve gendarmes to run me into elink. Well, the bloke he tells the old man I was in elink. 'Serve 'im right,' says the old man. 'It took twelve of 'em to run 'im in,' says the bloke. 'Wot,' says the old man, and he ups and comes to where I was shut up. 'Aye, and he paid the fine and took me out.' 'Charley,' he says, 'I don't old w' fightin' and the like. But it took twelve—gendarmes to run 'im in, and I'm proud of you.' He was like that."

So now I am a disciple of callousness. I am never going to wear kid gloves any more, and I am going to try and cultivate a splendid disregard for the finer feelings.

On second thoughts, however, perhaps I'd better not.

Charley doesn't seem out of place in the wilds of Corvally, and it is undoubtedly refreshing to meet someone now and again who consistently snags his fingers in the face of convention. But, after all, I have my bread and butter to earn, and it is a moot point whether or no I am built for a life of reckless dare-devilry.

So I think I'll go on being a hypocrite.

E. L. B. MARSH.

CROSSLEY BROTHERS, LTD.
OPENSHAW, MANCHESTER.

MACHINERY OF:

GAS & OIL ENGINES,
MARINE ENGINES,
MOTORS & MOTOR
CARS.

GAS PLANTS

FOR

POWER

AND HEATING

PURPOSES, TO

WORK WITH ALL

KINDS OF FUEL.

SUCTION

AND

PRESSURE SYSTEMS.

AMMONIA RECOVERY

PLANTS, &c.

HAVE ALREADY MANUFACTURED CLOSE UPON 70,000 ENGINES.

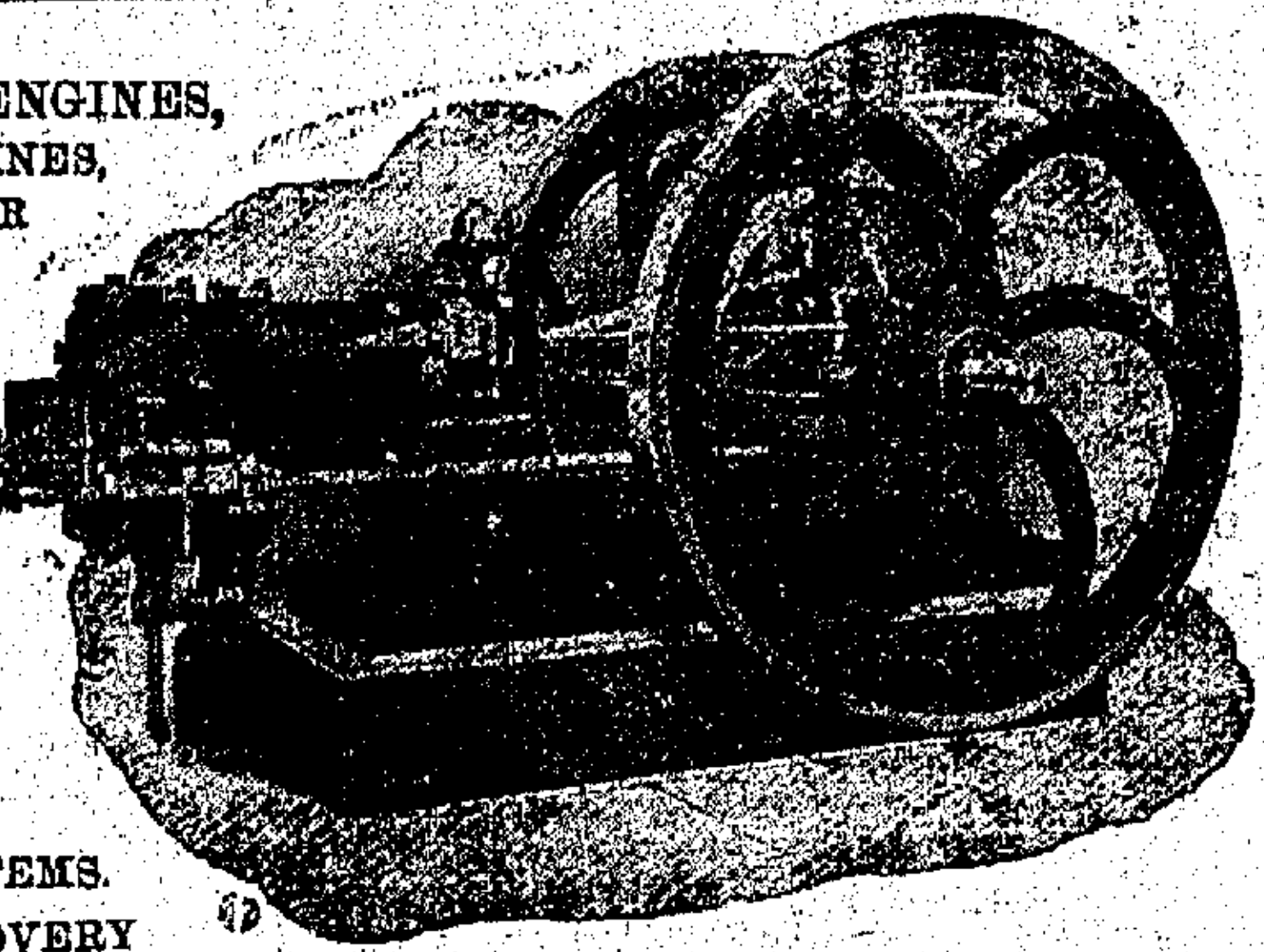
SEVERAL OF THESE ENGINES CAN BE SEEN NOW AT

WORK IN THE COLONY.

AGENTS FOR HONGKONG & SOUTH CHINA:

W. R. LOXLEY & CO.,

YORK BUILDINGS.

NORDDEUTSCHER LLOYD. BREMEN
IMPERIAL GERMAN MAIL
LINES.

FOR	STEAMERS	TONS	TO SAIL
SHANGHAI, TSINGTAU, KOBE, YOKOHAMA	"LUTZOW" Capt. B. WILHELM	17,300	About 8th March.
KOBE & YOKOHAMA	"COBLENZ" Capt. H. REGENER	6,750	Thursday, 9th Mar., at 10 A.M.
MANILA, YAP, ANGAUR, NEW GUINEA, BRISBANE, SYDNEY & MELBOURNE	"COBLENZ" Capt. H. REGENER	6,750	Saturday, 25th Mar., at 10 A.M.
KUDAT & SANADAKAN	"BORNEO" Capt. F. SEMBLI	5,050	End of Mar.

All the Steamers of the European Line are fitted with Wireless Telegraphic. New System of Telefunken.

For Further Particulars, apply to

NORDDEUTSCHER LLOYD,
MELCHERS & CO.,
GENERAL AGENTS HONGKONG & CHINA.

Hongkong, 9th March, 1911.

PASSENGER SEASON 1911.

IN 25 DAYS TO ITALY

BY THE

MAGNIFICENT N.D.L. LINERS:

DISPLACEMENT.

"PRINZESS ALICE" - 20,300 - ON MARCH 22ND.

Capt. P. GROSCH.

"LUETZOW" - 17,300 - ON APRIL 5TH.

Capt. B. WILHELM.

"KLEIST" - 17,000 - ON APRIL 19TH.

Capt. O. PARNKE.

CALLING AT NAPLES, GENOA, ALGERS, GIBRALTAR AND SOUTHAMPTON

TO LAND PASSENGERS.

All the Steamers of the European Line are fitted with Wireless Telegraphic. New System of Telefunken.

Early booking recommended.

For Particulars, apply to

MELCHERS & CO.,
GENERAL AGENTS.

Hongkong, 10th November, 1910.

MEN-OF-WAR ON THE CHINA
AND JAPAN STATION.

BRITISH

Alcester, despatch-boat, 700 tons, 4 guns, 2,000

i.h.p., Comdr. A. Lowndes, Hongkong.

Astrea, 2nd class cruiser, 4,360 tons, 10 guns,

7,000 i.h.p., Captain E. B. Kiddle, Shanghai.

Atlas, admiralty tug, 615 tons, 1,400 i.h.p.,

Master S. West, Hongkong.

Bramble, gunboat, 710 tons, 900 i.h.p., Lieut.

Comdr. E. G. Washington, Shanghai.

Britomart, gunboat, 710 tons, 900 i.h.p., Lieut.

Comdr. E. B. Donovon, Shanghai.

Calanus, British sloop, 1,070 tons, i.h.p. 1,400,

i.d., Comdr. H. Lynes, Shanghai.

Cherub, water tank and tug, 390 tons, i.h.p. 340,

Master W. Smith, Hongkong.

Clio, British sloop, 1,070 tons, i.h.p. 1,400,

Comdr. H. B. Veale, Shanghai.

Fame, torpedo-boat destroyer, 340 tons, 6

guns, 5,700 i.h.p., Lt. Comdr. G. C. Heath-

cote, Hongkong.

Flora, 2nd class cruiser, 4,360 tons, 10 guns,

7,000 i.h.p., Captain J. Nicholas,

Hongkong.

Handy, torpedo-boat destroyer 295 tons, 6 guns

4,000 i.h.p., Lieut. Comdr. B. J. D. Guy

V.C., Hongkong.

Lat, torpedo-boat destroyer, 295 tons, 6 guns,

4,000 i.h.p., Lieut. Comdr. H. S. Monroe,

Hongkong.

Janus, torpedo-boat destroyer, 320 tons, 6 guns,

3,900 i.h.p., Lt. Comdr. G. C. Heathcote,

Hongkong.

Kent, armoured cruiser, 9,800 tons, 14 guns,

i.h.p. 22,000, Capt. S. St. J. Farquhar,

on route to Singapore.

Moorehen, river gunboat, 180 tons, 2 guns,

i.h.p. 800, Lieut. Comdr. G. P. Leith,

West River.

Newcastle, 2nd class cruiser, 4,00 tons, turbine,

Captain George P. E. Hunt, D.S.O.,

Mina Bay.

Nightingale, river gunboat, 85 tons, 240 h.p.

Lt. Comdr. Claude Hillersden-Woodward,

R.N., Yangtze.

Other, torpedo-boat destroyer, 385 tons, 6 guns,

6,300 i.h.p., Comdr. Lambo, Hongkong.

Robin, river gunboat, 85 tons, 240 h.p.,

Lt. Comdr. Cosmo A. O. Douglas, West

River.

Sandpiper, river gunboat, 85 tons, 2 guns, 240

h.p., Lieut. Comdr. E. J. J. Southby,

West River.

Snipe, river gunboat, 85 tons, 2 guns 240 h.p.,

Lieut. Comdr. John Michael Barker, Yang-

tze.

Taku, torpedo boat destroyer, 305 tons, i.h.p.

6,000, Gunner E. J. Trillo, R.N., Hong-

kong.

Tamar, receiving ship, 4,650 tons, 6 guns,

Commodore Eyles, Hongkong.

Teal, river gunboat, 180 tons, 2 guns, i.h.p. 800,

Lieut. Comdr. E. J. Buchanan, Yangtze.

Thistle, gunboat, 710 tons, 900 h.p., Lieut.

Comdr. M. B. Baillie-Hamilton, Shanghai

Vinago, torpedo-boat destroyer, 395 tons, 6 guns

6,300 i.h.p., Lieut. Comdr. Harold D. Adair,

Hall, Hongkong.

Waterwitch, surveying ship, 620 tons, 450 i.h.p.

Lieut. Comdr. R. L. Hancock, Hongkong.

Whiting, torpedo-boat destroyer, 360 tons, 6

guns, 5,900 h.p., Lieut. Comdr. G. B.

Hartford, Hongkong.

Widgeon, gunboat 195 tons, 2 guns, 800 h.p.

Lt. Comdr. M. H. Wilding, Yangtze.

Woodcock, gunboat, 150 tons, 2 guns, 550 h.p.

Lieut. Comdr. B. R. Brooks, Yangtze.

Woodlark, gunboat, 150 tons, 2 guns, 550 h.p.,

Lieut. Comdr. G. F. A. Mulock, Yangtze.

VISITORS TO CANTON.

Should Purchase

"FROM HONGKONG TO CANTON

BY THE PEARL RIVER."

BY

CAPTAIN C. V. LLOYD,

With Illustrations, Maps and Plans.

Price

On Sale at

Hongkong: "DAILY PRESS" Office.

Moore: Kellie & Wai.

Messrs. B. & W. & Co.

Canton: Messrs. A. S. Watson & Co.

PENINSULAR & ORIENTAL
STEAM NAVIGATION CO.

HOMeward PASSENGER SEASON 1911.

PROPOSED SAILINGS OF MAIL STEAMERS

FOR

MARSEILLES AND LONDON.

TAKING PASSENGERS ALSO FOR

COLOMBO, INDIA, AUSTRALASIA, EGYPT, BRINDISI, &c.

THROUGH TICKETS ISSUED TO BOSTON AND NEW YORK.

COLOMBO			MARSEILLES & LONDON		2 days earlier	1 day later
Steamer	Tons	1 P.M. SATURDAY	Steamer	Tons	SATURDAY	FRIDAY
MARMORA	10500	March 18	{(Through Steamer calling at Bombay)}		April 15	April 21
DEVANHA	8000	April 1	MOLDAVIA	10000	April 29	May 5
DELHI	8000	April 15	MONGOLIA	10000	May 13	May 19
ASSAYE	7500	April 29	MOREA	11000	May 27	June 2
DELTA	8000	May 13	MOOLTAN	10000	June 10	June 16

Passengers change Steamers at COLOMBO, and those for BRINDISI transfer also to the Express Mail Steamer at PORT SAID.

Accommodation in the connecting Steamer from COLOMBO is definitely reserved in Hongkong or at the time of Booking.

FARES TO LONDON (Including Surtax):

1st SALOON £71.10 SINGLE £108.14 RETURN.

2nd SALOON £48.10 SINGLE £72.12 RETURN.

IN ADDITION TO THE ABOVE MAIL STEAMERS

INTERMEDIATE (NON-TRANSHIPMENT) STEAMERS WILL LEAVE FOR

LONDON

CARRYING SALOON PASSENGERS AT REDUCED RATES.

PROPOSED SAILINGS:

STEAMERS	Leave	Due
	HONGKONG	LONDON
SYRIA	about	8 April
NORE	about	22 May
PALAWAN	about	5 May
BORNEO	about	19 June
SICILIA	about	17 July
SUMATRA	about	31 July
NILE	about	14 July

These Steamers call also at SINGAPORE, PENANG, COLOMBO, and at MARSEILLES

FARES TO LONDON (Including Surtax):

1st SALOON £55.0 SINGLE £82.10 RETURN.

2nd SALOON £38.0 SINGLE £57.4 RETURN.

* Carry 1st and 2nd Saloon Passengers.

For further Particulars, apply to—

F. A. HEWETT,
SUPERINTENDENT.

423

PHILIPPINES S.S. CO.

STEAMSHIP

TONS

CAPTAIN

FOR

SAILING DATE.

RUBI

ZAFIRO

For Freight or Passage apply to

SHEDWAN, TOMES & Co., General Managers.

Hongkong, 1st March, 1911.

PHILIPPINES S.S. Co.

13

EAST ASIATIC CO., LD.

COPENHAGEN, SINGAPORE, BANGKOK & SHANGHAI.

RUSSIAN EAST ASIATIC CO., LD.

ST. PETERSBURG & VLADIVOSTOK.

PROJECTED SAILINGS FROM HONGKONG.

SUBJECT TO ALTERATION.

DESTINATION

STEAMERS

DATE OF SAILING.

SHANGHAI, YOKOHAMA and KOBE..... "CATHAY" On 19th March.

COPENHAGEN and BALTIC PORTS "TRANQUEBAR" On 10th April.

For further Particulars apply to

MELCHERS & CO.,

AGENTS.

Hongkong, 4th March, 1911.

SHIPPING

ARRIVALS.

CHIN HUA, British str., 1,335, Benson, 8th March—Shanghai 5th March, General—Butterfield & Swire.
 COMENZ, German str., 3,130, H. Raegenor, 8th March—Sydney 11th February, General—Mullers & Co.
 DAIGI MARU, Japanese str., 846, H. Murayama, 8th March—Yokohama 5th March, General—Osaka Shosen Kaisha.
 GLENFALLOCH, British str., 1,434, J. Mason, 8th March—Singapore 1st March, General—Joo Tek Sing.
 HAIYANG, British str., 1,362, A. E. Hodgins, 8th March—Poochow 5th March, General—Douglas, LaPraik & Co.
 HAIYANG, Norwegian str., 1,066, C. Anderson, 7th March—Bangkok 26th Feb., Holbow 6th March, General—Asgard, Thoresen & Co.
 KIUKIANG, British str., 8th March—Canton.
 KWANGLEE, Chinese str., 8th March—Canton.
 LINAN, British str., 8th March—Canton.
 NIPPON MARU, Japanese str., 5,001, H. S. Smith, 8th March—San Francisco and Shanghai 5th March, Mails and General—Toyo Kisen Kaisha.
 STRIA, British str., 4,150, D. C. Grigor, R.D., R.N.R., 8th March—Shanghai 4th March, General—P. & O. S. N. Co.

CLEARANCES.

AT THE HARBOR MASTER'S OFFICE.
 8th March.
 Arratoon Apcar, British str., for Shanghai.
 Coblenz, German str., for Kobe.
 Glenfalloch, British str., for Amoy.
 Gregory Apcar, British str., for Singapore.
 Largo Lev, British str., for Moji.
 Luceric, British str., for Shanghai.
 Prometchev, Norwegian str., for Saigon.
 Tambov, Russian str., for Singapore.
 Sigan, British str., for Hongkong.

DEPARTURES.

8th March.
 BENGLO, British str., for Nagasaki.
 CHOSIUN MARU, Japanese str., for Swatow.
 DEVALON, British str., for Singapore.
 GLANCONVILLE, British str., for Shanghai.
 GRISEREAU, German str., for Amoy.
 HAINUS, British str., for Swatow.
 HALDI, Norwegian str., for Bangkok.
 HANXANG, British str., for Amoy.
 KIUKIANG, British str., for Chinkiang.
 LANDEAN, German str., for Bangkok.
 LOCKSUN, German str., for Bangkok.
 MACHEV, German str., for Bangkok.
 MATOPPO, British str., for Fukuoka.
 SYRIA, British str., for Singapore.
 TATONSKI, French str., for Canton.
 TORON, German str., for Europe, &c.

VESSELS ON THE BERTH

FOR SINGAPORE, PENANG AND CALCUTTA.

(Taking Cargo) Through Bills of Lading to Hongkong, Madras and Mauritius.)

THE Steamship

"GREGORY APCAR."
 Captain S. H. Bolton, will be despatched for the above Ports TO-DAY, the 9th inst., at 1 p.m.
 For Freight or Passage, apply to
 DAVID SASSOON & Co., Ltd., Agents.
 Hongkong, 8th March, 1911. [397]

SOCIETA ANONIMA NAZIONALE DI SERVIZI MARITIMI
 SEDE IN ROMA.

STEAM FOR BOMBAY.
 VIA SINGAPORE AND PENANG.
 Having connections with Company's Mail Steamers to PORT SAID, MESSINA, NAPLES, LEOHORN and GENOA, also VENICE and TRIESTE, all MEDITERRANEAN, ADRIATIC, LEVANTINE and SOUTH AMERICAN PORTS up to CALLAO. (Taking Cargo at through rates to PERSIAN GULF and BAGDAD, also BARCELONA, VALENZA, ALICANTE, ALMERIA and MALAGA.)

THE Steamship

"CAPRI."
 Captain Morisco, will be despatched as above on MONDAY, the 13th inst., at NOON.
 For further particulars regarding Freight and Passage, apply to
 CARLOWITZ & Co., Agents.
 Hongkong, 7th March, 1911. [4]

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

STEAM FOR STRAITS, CEYLON, AUSTRALIA, INDIA, ADEEN, EGYPT, MEDITERRANEAN PORTS, PLYMOUTH AND LONDON.

THROUGH BILLS OF LADING ISSUED FOR BATAVIA, PERSIAN GULF, CONTINENTAL AND AMERICAN PORTS.

THE Steamship

"MARMORA."
 Captain G. H. C. Weston, R.N.R., carrying His Majesty's Mails, will be despatched from this for London direct via Bombay, &c., on SATURDAY, the 18th March, 1911, at Noon, taking passengers for the above ports.
 Silk and Valuables, all cargo for France and Japan will be taken direct by this mail steamer without transshipment.
 Parcels will be received at this Office until 4 p.m. the day before sailing. The contents and value of all packages are required.
 For further particulars, apply to
 E. A. HEWETT, Superintendent.
 Hongkong, 7th March, 1911. [1]

HONGKONG TO BOSTON AND NEW YORK.



AMERICAN ASIATIC S.S. CO.

For BOSTON, NEW YORK VIA PORTS AND SUEZ CANAL.
 (With Liberty to call at the Malabar Coast.)

"LOWTHER CASTLE," SATURDAY, 18th March.
 For freight and further information apply to—
 SHEWAN, TOMES & Co., General Agents.
 Hongkong, 9th March, 1911. [419]

VESSELS ADVERTISED AS LOADING.

To ascertain the anchorage of any Vessels, the Harbour has been divided into Four Sections commencing from Green Island. Vessels anchoring nearest Kowloon are marked "k," nearest Hongkong "h," midway between Hongkong and Kowloon "m," and those vessels berthed at the Kowloon Wharf "k.w." together with the number denoting the section.

1. From Green Island to the Harbour Master's. 2. From Harbour Master's to Blake Pier. 3. From Blake Pier to Naval Yard. 4. From Naval Yard to East Point.

DESTINATION.	VESSEL'S NAME.	FLAG & REG.	BERTH.	CAPTAIN.	FOR FREIGHT APPLY TO.	TO BE DESPATCHED.
LONDON & ANTWERP	CARMARTHEN	Brit. str.	—	R. L. Daniel	JARDINE, MATHESON & Co., Ltd.	About 14th inst.
LONDON & ANTWERP	MAHMURA	Brit. str.	—	G. H. C. Weston, R.N.R.	P. & O. S. N. Co.	On 18th inst., at Noon
LONDON & ANTWERP	NORE	Brit. str.	—	G. Phillips, R.N.R.	P. & O. S. N. Co.	About 22nd inst.
ROTTERDAM & HAMBURG	ALBIA	Ger. str.	k. w.	Habel	HAMBURG-AMERICA LINE	On 7th April.
ROTTERDAM & HAMBURG	AMERICA	Ger. str.	k. w.	Doinat	HAMBURG-AMERICA LINE	On 27th inst.
ROTTERDAM & HAMBURG	YEDDO	Swed. str.	—	—	OLOF WILM & Co., Ltd.	End of Mar.
COPENHAGEN & BALTIC PORTS	TRANQUEBAR	Swed. str.	—	—	MELCHERS & Co.	On 10th April.
HAYRE, ROTTERDAM & HAMBURG	SANDIA	Ger. str.	k. w.	Rouss	HAMBURG-AMERICA LINE	On 18th inst.
HAYRE, ROTTERDAM & HAMBURG	PREUSSEN	Ger. str.	k. w.	Bahle	HAMBURG-AMERICA LINE	On 30th inst.
MARSEILLES, LONDON & ANTWERP	IYO MARU	Jap. str.	—	R. Takeda	NIPPON YUSEN KAISHA	On 15th inst., at D'light
MARSEILLES, LONDON & ANTWERP	SILSIA	Ger. str.	k. w.	Salmer	HAMBURG-AMERICA LINE	On 17th inst.
MARSEILLES, LONDON & ANTWERP	KANAGAWA MARU	Jap. str.	—	C. H. Butler	NIPPON YUSEN KAISHA	On 23rd inst.
MARSEILLES, LONDON & ANTWERP	RHEINFELDS	Jap. str.	k. w.	H. Fraser	HAMBURG-AMERICA LINE	On 29th inst., at D'light
MARSEILLES, LONDON & ANTWERP	VOEWABERS	Am. str.	—	R. Dannecker	SANDER, WIELER & Co.	On 14th April.
PORTLAND & NEW YORK	EMPEROR OF JAPAN	Brit. str.	1 m.	—	SHEWAN, TOMES & Co.	On 15th inst.
VANCOUVER VIA SHANGHAI, JAPAN, &c.	MONTEAGLE	Brit. str.	2 m.	—	CANADIAN PACIFIC R. Co.	On 11th inst., at 7 a.m.
VICTORIA, C.B. & TALOMA VIA JAPAN, &c.	SEATTLE MARU	Jap. str.	—	—	CANADIAN PACIFIC R. Co.	On 18th April, at Noon
VICTORIA, B.C. & SEATTLE VIA SHANGHAI, &c.	INABA MARU	Jap. str.	—	K. Kawara	OSAKA SHOSEN KAISHA	On 22nd inst., at D'light
VICTORIA, B.C. & SEATTLE VIA SHANGHAI, &c.	TAMBA MARU	Jap. str.	—	S. Sato	NIPPON YUSEN KAISHA	On 28th inst., at Noon
VANCOUVER, B.C. & SEATTLE VIA SHANGHAI, &c.	LUCERIC	Brit. str.	—	J. Mathie	THE BANK LINE, LIMITED	On 25th April, at Noon
VANCOUVER (DIRECT)	LUCERIC	Brit. str.	—	—	CANADIAN PACIFIC R. Co.	To-day.
SAN FRANCISCO VIA SHANGHAI & JAPAN, &c.	CHINA	Am. str.	—	—	PACIFIC MAIL S.S. Co.	On 31st inst., at 1 p.m.
SAN FRANCISCO VIA SHANGHAI & JAPAN, &c.	KOREA	Jap. str.	—	—	PACIFIC MAIL S.S. Co.	On 10th inst., at 1 p.m.
SAN FRANCISCO VIA SHANGHAI & JAPAN, &c.	NIPPON MARU	Am. str.	—	H. S. Smith	PORTLAND & ASTORIA S.S. Co.	To-morrow, at 8 p.m.
PORTLAND VIA JAPAN	HENDRIK ISEN	Nor. str.	—	T. Sekine	NIPPON YUSEN KAISHA	On 17th inst., at Noon
AUSTRALIAN PORTS VIA MANILA	YAWATA MARU	Jap. str.	—	H. Raegenor	MELCHERS & Co.	On 25th inst., at D'light
AUSTRALIAN PORTS VIA MANILA	COBLENZ	Jap. str.	—	M. Yagi	NIPPON YUSEN KAISHA	On 14th April, at Noon
AUSTRALIAN PORTS VIA MANILA	NIKKO MARU	Ger. str.	—	H. Raegenor	MELCHERS & Co.	To-day, at 10 a.m.
KOBE & YOKOHAMA	COBLENZ	Jap. str.	—	F. L. Sommer	NIPPON YUSEN KAISHA	On 16th inst., at 11 a.m.
KOBE & YOKOHAMA	KAKO MARU	Jap. str.	—	M. Yagi	NIPPON YUSEN KAISHA	On 15th inst., at Noon
JAPAN, HONOLULU, MANZANILLO, &c.	NIKKO MARU	Jap. str.	—	K. Hashimoto	TOYO KISEN KAISHA	On 19th April, at 1 p.m.
JAPAN	BUYO MARU	Jap. str.	—	Bonman	JAVA-CHINA-JAPAN LINE	Quick despatch.
TIEN TSIEN	TIEN TSIEN	Brit. str.	1 m.	E. Forsyth	BUTTERFIELD & SWIRE	To-day, at 3 p.m.
SHANGHAI, TSINGTAI, KOBE & YOKOHAMA	LUETZOW	Ger. str.	—	B. Wilhelm	MELCHERS & Co.	About 8th inst.
SHANGHAI, KOBE & MOJI	ARRATON APCAR	Brit. str.	—	G. F. Hudson	DAVID SASSOON & Co., Ltd.	To-day, at 1 p.m.
SHANGHAI	LINAN	Brit. str.	1 m.	G. Lindbergh	BUTTERFIELD & SWIRE	To-day, at 3 p.m.
SHANGHAI	CHIN HUA	Brit. str.	1 m.	A. Harris	BUTTERFIELD & SWIRE	On 11th inst., at M'night
SHANGHAI, KOBE & YOKOHAMA	TUNGSHING	Brit. str.	k. w.	—	JARDINE, MATHESON & Co., Ltd.	On 12th inst., at D'light
SHANGHAI, KOBE & YOKOHAMA	RHEINFELDS	Ger. str.	—	—	NIPPON YUSEN KAISHA	On 15th inst.
SHANGHAI, MOJI & KOBE	BOMBAY MARU	Jap. str.	—	—	P. & O. S. N. Co.	About 16th inst.
SHANGHAI, MOJI KOBE & YOKOHAMA	BORNEO	Brit. str.	—	—	P. & O. S. N. Co.	About 17th inst.
SHANGHAI	DRYANEA	Brit. str.	1 m.	H. Powell	MELCHERS & Co.	On 19th inst.
SHANGHAI YOKOHAMA & KOBE	CATHAY	Swed. str.	—	—	JARDINE, MATHESON & Co., Ltd.	On 20th inst., at Noon
SHANGHAI, KOBE & MOJI	FOOKSANG	Ger. str.	k. w.	—	HAMBURG-AMERICA LINE	On 22nd inst.
SHANGHAI, KOBE & YOKOHAMA	SENEGAMBIA	Ger. str.	—	—	P. & O. S. N. Co.	About 22nd inst.
SHANGHAI, MOJI, KOBE & YOKOHAMA	YUWATON	Brit. str.	—	—	JAVA-CHINA-JAPAN LINE	Quick despatch
SHANGHAI	SOSHU MARU	Jap. str.	—	—	OSAKA SHOSEN KAISHA	On 15th inst.
ANPING VIA SWATOW & AMOY	DAIGI MARU	Jap. str.	—	—	OSAKA SHOSEN KAISHA	On 15th inst., at 8 a.m.
TAMBUI VIA SWATOW & AMOY	HAIYANG	Brit. str.	2 h.	A. E. Hodgins	DOUGLAS LAFRAIK & Co.	To-morrow, at 11 a.m.
SWATOW, AMOY & POOCHOW	HAINUS	Brit. str.	2 h.	A. H. Stewart	DOUGLAS LAFRAIK & Co.	On 12th inst., at 10 a.m.
SWATOW, AMOY & POOCHOW	HAITAN	Brit. str.	2 h.	J. W. Evans	DOUGLAS LAFRAIK & Co.	On 14th inst., at 11 a.m.
SWATOW, AMOY & POOCHOW	HAICHING	Brit. str.	2 h.	W. C. Passmore	DOUGLAS LAFRAIK & Co.	On 17th inst., at 11 a.m.
HOIHOW & HAIPHONG	SINGAN	Brit. str.	—	James	BUTTERFIELD & SWIRE	To-day, at 10 a.m.
MANILA, CEBU & ILOILO	RUBI	Am. str.	—	S. Crosby	JARDINE, MATHESON & Co., Ltd.	To-morrow, at 4 p.m.
MANILA, CEBU & ILOILO	LOONGSANG	Am. str.	—	S. J. Payne	BUTTERFIELD & SWIRE	On 11th inst., at 2 p.m.
MANILA, CEBU & ILOILO	TAMING	Brit. str.	1 m.	—	JARDINE, MATHESON & Co., Ltd.	On 14th inst., at 4 p.m.
MANILA, CEBU & ILOILO	ZAPIBO	Am. str.	—	H. Mainland	SHEWAN, TOMES & Co.	On 20th inst., at Noon
SANDAKAN	MAUSANG	Brit. str.	—	Wegall	JARDINE, MATHESON & Co., Ltd.	On 14th inst., at Noon
KUDAT & SANDAKAN	BORNEO	Ger. str.	—	F. Semhill	MELCHERS & Co.	End of Mar.
BOMBAY VIA SINGAPORE & COLOMBO	HAKATA MARU	Jap. str.	—	A. Mocker	NIPPON YUSEN KAISHA	On 21st inst.
BOMBAY VIA SINGAPORE & PENANG	CAPRI	Ital. str.	—	Morisco	CARLOWITZ & Co.	On 13th inst., at Noon
SINGAPORE, PENANG & CALCUTTA	GREGORY APCAR	Brit. str.	—	S. H. Bolton	DAVID SASSOON & Co., Ltd.	To-day, at 1 p.m.
SINGAPORE, PENANG & CALCUTTA	KITSANG	Brit. str.	—	Bradley	JARDINE, MATHESON & Co., Ltd.	On 22nd inst., at Noon
BATAVIA, CHERIBON, SAMARANG, &c.	TILLWONG	Dut. str.	—	A. Pander	JAVA-CHINA-JAPAN LINE	Quick despatch.

EST ASIATIQUE FRANCAIS

MESSAGERIES MARITIMES, AGENTS.

TRIPS TO TONKIN.

S.S. "TOUAREG," Capt. E. de Catalano.

MAIL LINE BETWEEN HONGKONG AND HAIPHONG
 (via Kwang Chow Wang).

Fortnightly Service in 53 hours, under French Government Contract.

Leaves Hongkong on WEDNESDAY, at 9 A.M.

Arrives Haiphong on FRIDAY, at 2 P.M.

1ST AND 2ND CLASSES ON BOARD.

For Passages and Freight, apply to

P. THOMAS, M.M. Co.'s AGENT.

Hongkong, 3rd January, 1911

CANADIAN PACIFIC RAILWAY CO'S

ROYAL MAIL STEAMSHIP LINE.

"EMPRESS LINE."

Between China, Japan and Europe via Canada and the United States, calling at Hongkong, Shanghai, Nagasaki (through the Inland Sea of Japan) Kobe, Yokohama, Victoria and Vancouver, B.C. The only Line that maintains a Regular Schedule Service of 12 DAYS YOKOHAMA TO VANCOUVER, 21 DAYS HONGKONG TO VANCOUVER SAVING 5 TO 7 DAYS OCEAN TRAVEL.

From Hongkong.
 "EMPRESS OF JAPAN" SAT., 11th Mar.
 "EMPRESS OF CHINA" SAT., 8th April
 "MONTEAGLE" TUESDAY, 18th April
 From St. John, N.B.
 "EMPRESS OF IRELAND" FRI., 7th April
 "EMPRESS OF IRELAND" FRI., 5th May
 From Quebec.
 "ALLEN LINE" FRIDAY, 26th May
 "EMPRESS OF BRITAIN" FRI., 16th June
 "ALLAN LINE" FRIDAY, 7th July
 "EMPRESS OF INDIA" SAT., 29th April
 "EMPRESS OF JAPAN" SAT., 20th May
 "EMPRESS OF CHINA" SAT., 10th June

"Empress" Steamships leave HONGKONG at 7 A.M. at 12 NOON.
 "Monteagle" at 12 NOON.
 The Quickest route to CANADA, UNITED STATES AND EUROPE, calling at SHANGHAI, NAGASAKI (through the INLAND SEA OF JAPAN) KOBE, YOKOHAMA and VICTORIA, B.C. Connecting at VANCOUVER with a Special Mail Express, and at ST. JOHN or QUEBEC with the Company's New Fast Mail "EMPRESS" Steamships, 14,500 tons register, thus providing a comfortable and speedy through route to Europe.
 All Steamers of the Company's Pacific and Atlantic Fleets are equipped with the Marconi Wireless apparatus.
 Hongkong to London, 1st Class, via Canadian Atlantic Ports or New York 27/10 Intermediate or 2nd Class (Steamers) "245" "245" Intermediate or 2nd Class (Railway) "245" "245"

First Class rate to London includes cost of Meals and Berth in Sleeping Car while crossing the American Continent by Canadian Pacific direct Line.
 E.M.S. "MONTEAGLE" carries Intermediate Passengers only, at Intermediate rates affording superior accommodation for that class.
 Passengers Booked through to all points and AROUND THE WORLD.
 SPECIAL THROUGH RATES (First Class only) granted to Missionaries, Members of the Naval, Military, Diplomatic, and Civil Services and to European Officials in the Service of China and Japan Governments. Full particulars of application from Agents.
 For further information, Maps, Routes, Handbooks, Rates of Freight and Passage, apply to
 D. W. CLADDICK, General Traffic Agent for China, Corner Forder Street and Praya, opposite Blake Pier.

THE BANK LINE, LIMITED

PROPOSED SAILINGS FROM HONGKONG FOR
 VANCOUVER, B.C. & SEATTLE
 VIA
 SHANGHAI AND JAPANESE PORTS.

Steamers	Tons	Captain	To Sail on or About
LUCERIC	6,500	J. Mathie	9th March
HALLAMSHIRE	5,000	G. Elliot	6th April

To be followed by other Steamers of the Company at regular intervals.
 The Steamers of the BANK LINE, LTD., carry Cargo on through Bills of Lading to all overland Common Points in the United States of America and Canada, and also for the Chief Ports in Mexico, and Central and South America. Will call at AMOY and KEELUNG if sufficient inducement offers.
 The Steamers of the Line are of the most modern type, have excellent accommodation for stowage passengers and a limited accommodation for Cabin Passengers; they are fitted throughout with Electric Light, the "Luceric" and "Orterio" also having Wireless Telegraphy. Special Arrangements have been made for Express Parcels to American and Canadian Points.
 For Rates of Freight and Passage apply to—
 THE BANK LINE, LIMITED,
 KING'S BUILDING, PRAYA CENTRAL.
 TELEPHONE, No. 780.

AUSTRALIAN COAL.

STOCKS OF THE FINEST

STEAM COAL, GAS COAL, HOUSE COAL.

From the West Wallend and Abardale Mines (New South Wales) always on hand.
 For Prices, delivered or ex Godown, apply to—
 ANDREW WEIR & Co.
 (THE BANK LINE AGENCY),
 KING'S BUILDING (Fourth Floor). [175]

Hongkong, 9th February, 1911.

VESSELS EXPECTED.

THE AMERICAN MAIL.
 The P. M. S.S. Co.'s str. *Siberia* sailed from San Francisco on the 15th ult. for Hongkong, via Honolulu, Yokohama, Kobe, Nagasaki and Shanghai, and is due to arrive at this port on the 14th inst.
 The P. M. S.S. Co. str. *China* sailed from San Francisco on the 21st ult. for Hongkong, via Honolulu, Yokohama, Kobe, Nagasaki and Shanghai, and is due to arrive at Hongkong on the 20th inst.

THE AUSTRALIAN MAIL.
 The E. & A. str. *Aldenham* from Sydney, &c., left Port Darwin on the 6th inst., for Manila and this port.

THE CANADIAN MAIL.
 The C.P.E. Co.'s str. *Empress of China* left Vancouver, B.C. for Hongkong (via usual ports of call) on the 23rd ultimo p.m.

THE FRENCH MAIL.
 The M.M. str. *Polynesian*, with the French Mail of the 12th ultimo, and mails from London of the 11th ultimo, left Singapore on the 6th inst., at 6 p.m., and is expected to arrive here on the 13th inst.

THE GERMAN MAIL.
 The I.G.M. str. *Laetona*, carrying the German Mails with dates from Berlin of the 8th ult., left Singapore on the 4th inst. at 9 p.m., and may be expected here to-day at 6 a.m.

THE INDIAN MAIL.
 The Apcar str. *Lightning* from Calcutta left Singapore on the 5th instant morning, and may be expected here on or about the 12th inst.
 The Indo-China str. *Fooksang* left Calcutta for the Straits and Hongkong on the 1st inst., and is due about the 17th inst.
 The Indo-China str. *Laisang* left Calcutta for the Straits and Hongkong on the 4th inst., and is due here about the 20th inst.

MERCHANT STEAMERS.
 The H.-A. Line str. *Rheinfels* left Singapore on the 4th instant a.m., and may be expected here to-morrow.
 The str. *Capri* left Singapore for this port on the 4th instant, and may be expected here to-morrow.
 The O.S.K. str. *Seattle Maru* left Tacoma, Wash., for this port via Japan and Manila on the 4th ult., and is due here on the 12th inst.
 The N.Y.K. str. *Bombay Maru* (Bombay Line) left Bombay for this port on the 24th ultimo, and is expected here on the 14th inst.
 The str. *Glenstrath* passed the Suez Canal on the 14th ult., and is due here on or about 20th inst.
 The Mogal Line str. *Montrose* sailed from United Kingdom on the 4th ultimo for Hongkong via Straits.

VESSELS ON THE BERTH

For SHANGHAI, KOBE AND MOJI.

THE Steamship

"ARRATON APCAR."
 Capt. G. F. Hudson, will be despatched for the above Ports TO-DAY, the 9th inst., at 1 p.m.
 The Steamer has superior accommodation for passengers, is installed throughout with Electric Light and carries a duly certified doctor.
 RETURN TOURS TO JAPAN
 (Occupying 20 Days.)
 Return Tickets are available by the Indo-China Steam Navigation Co.'s Steamers. Fare for round trip \$120.
 For Freight or Passage, apply to
 DAVID SASSOON & Co., Ltd., Agents.
 Hongkong, 8th March, 1911. [398]

CANADIAN PACIFIC RAILWAY CO.

FOR VANCOUVER DIRECT.

THE Steamship

"LUCERIC."
 From Hongkong,
 TO-DAY (THURSDAY),
 THE 9TH MARCH.
 To be followed by the Steamers
 HALLAMSHIRE 6th April.
 SUVERIC 4th May.
 KUMERIC 1st June.

Bills of Lading issued to Overland Points in Canada, the United States and to the West Indies, apply to

For further information regarding freight rates, apply to

CANADIAN PACIFIC RAILWAY CO.,
 Hongkong.

Hongkong, 23rd February, 1911. [255]

"SHIRE" LINE OF STEAMERS, LTD.

For LONDON AND ANTWERP.

THE Steamship

"CARMARTHENSHIRE."
 Capt. R. L. Daniel, will be despatched as above about 14th inst.
 The attention of Passengers is directed to the excellent accommodation offered by this Steamer at Cheap Rates.
 For Freight or Passage apply to
 JARDINE, MATHESON & Co., Ltd., Agents.
 Hongkong, 1st March, 1911. [395]

PENINSULAR & ORIENTAL STEAM NAVIGATION COMPANY.

FOR	STEAMERS	TO SAIL	REMARKS.
HANGHAI, MOJI, KOBE, BORNEO and YOKOHAMA	Capt. W. H. S. Hall	About 16th Mar.	Freight and Passage.
SHANGHAI	Capt. H. Powell	About 17th Mar.	Freight and Passage.
LONDON VIA USUAL PORTS	MARMORA	Noon, 18th Mar.	See Special of Call.
LONDON and ANTWERP VIA SINGAPORE, PENANG, COLOMBO, PORT SAID and MARSEILLES	Capt. G. C. H. Weston	Mar.	Advertisement.
SHANGHAI, MOJI, KOBE, PALMA and YOKOHAMA	Capt. E. W. Cookman	About 22nd Mar.	Freight only and Passage.

For Further Particulars, apply to
H. A. HEWETT, Superintendent

Hongkong, 9th March, 1911.

CHINA NAVIGATION CO., LD.

FOR	STEAMERS	TO SAIL	REMARKS.
HONGKONG & HAIPHONG	"SINGAN"	On 9th Mar., 10 A.M.	
SHANGHAI	"LINAN"	On 9th Mar., 3 P.M.	
SHANGHAI	"HUICHOW"	On 9th Mar., 3 P.M.	
SHANGHAI	"CHINHUA"	On 11th Mar., 4 P.M.	
MANILA, ILOILO & CEBU	"TAMING"	On 14th Mar., 4 P.M.	

DIRECT SAILINGS TO WEST RIVER, Twice Weekly.
S.S. "LINTAN" and S.S. "SANUL"

AUSTRALIAN STEAMERS have superior accommodation with Electric Light throughout and Electric Fans in the Saloons. A duly qualified Surgeon is carried. REDUCED FARES, Cargo booked through for all Australian, New Zealand and Tasmanian Ports.

MANILA TWIN SCREW STEAMERS & TIENTSIN STEAMERS have superior Passenger accommodation with Electric Light throughout and Electric Fans in the Saloons and Dining Saloon.

MANILA CARNIVAL 21st to 28th February. Special Reduced Rate, \$50 Return.

PAST SCHEDULED TWIN SCREW STEAMERS ("ANHUI," "CHENAN," "CHINHUA" and "LINAN") with excellent accommodation, Electric Light throughout and Electric Fans in the Saloons and Dining Saloon, leaving Hongkong for Shanghai direct every Thursday and Sunday, taking cargo on through Bills of Lading to all Yangtze and Northern China Ports.

NB—Passengers must embark before Mid-night on SATURDAY, for the SUNDAY morning sailings. A Co's launch leaves Murray Pier at 10 o'clock every SATURDAY Night.

These Steamers Land Passengers in Shanghai, avoiding the inconvenience of transshipment at Woosung.

FARE, \$45 SINGLE and \$80 RETURN.

For Freight or Passage apply to—
HONGKONG, 9th March, 1911.

BUTTERFIELD & SWIRE, AGENTS. [10]

HAMBURG-AMERIKA LINIE

FOR	STEAMERS	TO SAIL	REMARKS.
REGULAR SAILINGS FROM JAPAN, CHINA and PHILIPPINES, via STRAITS and COLOMBO, to MARSEILLES, HAVRE, BREMEN and HAMBURG and to NEW YORK.			
TAKING Cargo at Through Rates to all European North Continental and British Ports, also Trieste, Lisbon, Oporto, Marseilles, Genoa, and other Mediterranean, Levantine, Black Baltic Sea and Ports, and all North and South American Ports.			
NEXT SAILINGS FROM HONGKONG:			
OUTWARD.			
FOR SINGHAI, MOJI & YOKOHAMA:			
S.S. RHEINFELS	12th March		
S.S. SENEAMBIA	22nd March		
S.S. SUEVIA	7th April		
S.S. BAYERN	20th April		
S.S. FREINFELS	6th May		
S.S. SCANDIA	18th May		
S.S. SLAVONIA	4th June		
S.S. SAXONIA	15th June		
FOR MARSEILLES, HAVRE & HAMBURG:			
S.S. SILESIA	17th March		
FOR BREMEN, HAMBURG & ANTWERP:			
S.S. SAMBIA	18th March		
S.S. AMBRIA	27th March		
FOR BREMEN, ROTTERDAM & HAMBURG:			
S.S. PREUSSEN	30th March		
FOR ROTTERDAM & HAMBURG:			
S.S. ALESIA	7th April		
FOR MARSEILLES, HAVRE & HAMBURG:			
S.S. RHEINFELS	14th April		

For Further Particulars, apply to—
HONGKONG, 9th March, 1911.

HAMBURG-AMERIKA LINIE, HONGKONG OFFICE. [13]

DOUGLAS STEAMSHIP CO., LD.

FOR	STEAMERS	TO SAIL	REMARKS.
HONGKONG-SOUTH CHINA COAST PORTS			
HIGHEST Class, Fastest and Most Luxurious Steamers on the Coast, having Splendid Accommodation for First Class Passengers. Electric Light. Excellent Cuisine.			
FOR			
SWATOW, AMOY AND FOOCHEW AND RETURN.			
Occurring 9 to 10 Days.			
STEAMSHIPS	CAPTAIN	LEAVING.	
"HAIYANG"	Capt. A. E. Hodgins	FRIDAY, 10th Mar., at 11 A.M.	
"HAIYAN"	Capt. J. W. Evans	TUESDAY, 14th Mar., at 11 A.M.	
"HAIHING"	Capt. W. C. Passmore	FRIDAY, 17th Mar., at 11 A.M.	
FOR			
SWATOW AND RETURN.			
(Occurring 3 Days).			
"HAIMUN"	Capt. A. H. Stewart	SUNDAY, 12th Mar., at 10 A.M.	
		WEDNESDAY, 15th Mar., at 11 A.M.	

Steamers will arrive at and Depart from the Company's Wharf (near Blake Pier).
For Freight and Passage apply to—
DOUGLAS, LIPRAIK & Co., GENERAL MANAGERS.

Hongkong, 9th March, 1911.

INDO-CHINA S. NAV. CO., LD.

FOR	STEAMERS	TO SAIL	REMARKS.
PROJECTED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION)			
MANILA	"LOONGSANG"	Saturday, 11th Mar., 2 P.M.	
SHANGHAI	"TUNGSHING"	Sunday, 12th Mar., 12 Light	
SANDAKAN	"MAUSANG"	Tuesday, 14th Mar., Noon	
SHANGHAI, MOJI & YOKOHAMA	"KUTSANG"	Monday, 20th Mar., Noon	
SINGAPORE, PENANG & CALCUTTA	"KUTSANG"	Wednesday, 22nd Mar., Noon	
RETURN TOURS TO JAPAN, (OCCUPYING 24 DAYS).			
The Steamers "KUTSANG," "NAMSANG" and "FOOKSANG" leave about every 3 weeks for Shanghai and returning via Kobe (Inland Sea) and Moji to Hongkong.			
These vessels have all modern improvements and are fitted throughout with Electric Light.			
A duly qualified surgeon is also carried.			
Steamers have superior accommodation for First Class Passengers and are fitted throughout with Electric Light.			
Taking Cargo on through Bills of Lading to Yangtze Ports, Chefoo, Tientsin & Newchwang.			
Taking Cargo on through Bills of Lading to Kaitai, Lahad, Dava, Simporna, Two Unkan, Jesselton and Labuan.			
Telephone No. 215, Sub. Exch. 4.			
For Freight or Passage, apply to— HONGKONG, 9th March, 1911.			

JARDINE, MATHESON & Co., LTD., GENERAL MANAGER. [15]

NIPPON YUSEN KAISHA

(THE JAPAN MAIL STEAMSHIP CO.)

PROJECTED SAILINGS FROM HONGKONG—
SUBJECT TO ALTERATION.

DESTINATIONS.	STEAMERS.	TONS.	SAILING DATE.
MARSEILLES, LONDON and ANTWERP, via SINGAPORE, PENANG, COLOMBO, SUEZ and PORTSAID	IYO MARU Capt. E. Takeda	7,000	WEDNESDAY, 15th March, at Daylight
	KANAGAWA MARU Capt. C. H. Butler	7,000	THURSDAY, 23rd March
	HIBANO MARU Capt. H. Fraser	9,000	WEDNESDAY, 29th March, at Daylight
VICTORIA B.C. & SEATTLE	KAMAKURA MARU Capt. J. Nagao	7,000	SATURDAY, 25th March, from Kobe
	INABA MARU Capt. K. Kawara	7,000	TUESDAY, 28th March, at Noon
	TAMBA MARU Capt. K. Sato	7,000	TUESDAY, 25th April, at Noon
	YAWATA MARU Capt. T. Sekine	5,000	FRIDAY, 17th March, at Noon
SYDNEY and MELBOURNE, via MANILA, THURSDAY ISLAND, TOWNSVILLE and BRISBANE	NIKKO MARU Capt. M. Yagi	6,000	FRIDAY, 14th April, at Noon
SHANGHAI, MOJI and KOBE	BOMBAY MARU Capt. J. Toramika	5,000	WEDNESDAY, 15th March
NAGASAKI, KOBE and YOKOHAMA	NIKKO MARU Capt. M. Yagi	6,000	WEDNESDAY, 15th March, at Noon
KOBE and YOKOHAMA	KAMO MARU Capt. F. L. Sommer	9,000	THURSDAY, 16th March, at 11 A.M.
BOMBAY via SINGAPORE, and COLOMBO	HAKATA MARU Capt. A. Mosker	7,000	TUESDAY, 21st March

† Omitting Penang.
‡ Filed with New System of Wireless Telegraphy. § Cargo only. • Carries Deck Passengers.

PASSENGER SEASON, 1911.

SAILINGS AND PASSAGE RATES FROM HONGKONG.
TO MARSEILLES AND LONDON VIA SUEZ CANAL.

Steamers.	Tons.	Leave H.K.	To London, per New Steamer
IYO MARU	7000	15th Mar.	1st Class \$ 550.00
HIBANO	9000	29th "	2nd Class \$ 325.00
TAMBA	8000	12th April	1st Class \$ 540.00
KAMO	9000	26th "	2nd Class \$ 300.00
AKI	7000	10th May	1st Class \$ 550.00
MISHIMA	9000	24th "	2nd Class \$ 300.00

VICTORIA, B.C. & SEATTLE, WASH., U.S.A.

Steamers.	Tons.	Leave H.K.	To Pacific Coast Common Points:
INABA MARU	7000	28th Mar.	1st Class \$ 430
TAMBA	7000	25th April	2nd Class \$ 421
AWA	7000	23rd May	To London via New York: 1st Class \$ 560
			via St. Lawrence: 1st Class \$ 559

For further information as to Freight, Passage, Sailings, &c., apply to
T. KUSUMOTO, MANAGER.

U. S. MAIL LINE.

PACIFIC MAIL S.S. CO.

SEMI-TROPICAL ROUTE.

Only Line taking the warm SOUTHERN ROUTE across the PACIFIC via HONOLULU, OAHU, the most Fertile and Beautiful Island of the PACIFIC.

PROPOSED SAILING FROM HONGKONG. (SUBJECT TO ALTERATION.)

STEAMERS	Tons	SAILING DATES.
KOREA	18,000	FRIDAY, 10th March, at 1 P.M.
SIBERIA	18,000	FRIDAY, 24th March, at 1 P.M.
MANCHURIA	27,000	SATURDAY, 8th April, at 1 P.M.
MONGOLIA	27,000	SATURDAY, 29th April, at 1 P.M.
KOREA	18,000	SATURDAY, 27th May, at 1 P.M.
SIBERIA	18,000	FRIDAY, 9th June, at 1 P.M.
MANCHURIA	27,000	SATURDAY, 24th June, at 1 P.M.
MONGOLIA	27,000	SATURDAY, 15th July, at 1 P.M.

* Twin Screws.

All Steamers are Equipped with Wireless Telegraphy.

THE P.M. S.S. "KOREA" will be despatched for SAN FRANCISCO via SHANGHAI, NAGASAKI, KOBE, YOKOHAMA and HONOLULU, on FRIDAY, 10th March, at 1 P.M.

FARES: HONGKONG TO LONDON £71 10s. 0d. RETURN, SIX MONTHS, £120; 24 MONTHS, £125; INCLUDING BEETH AND MEALS ACROSS AMERICA.

SPECIAL RATES (First Class Only) Granted upon Application.
To European Points: Officials of any European Naval, Military, Diplomatic, Consular and/or Civil Services located in Asia, to European Officials in the Services of the Governments of China and Japan. To United States Points: Commissioners of the United States Army, Navy, U.S.P.H. & M.H. Services, U.S. Consuls General, Consuls and Vice-Consuls stationed at Ports of Call. To United States and Canadian Points: Members of the Naval, Military, Diplomatic and Consular Officials of the Governments of China and Japan. These Special Rates apply when travelling at their own expense and to their families. To all points:—Missionaries and their families.

INTERMEDIATE SERVICE.

CHINA	10,200 Tons	FRIDAY, 31st March, at 1 P.M.
ASIA	9,500 Tons	FRIDAY, 21st April, at 1 P.M.
PERSIA	9,000 Tons	FRIDAY, 19th May, at 1 P.M.

THE S.S. "CHINA" will leave for SAN FRANCISCO via SHANGHAI, NAGASAKI, KOBE, YOKOHAMA and HONOLULU, on FRIDAY, 31st March, at 1 P.M.

On the Fine MAIL Steamers, ASIA, CHINA and PERSIA FIRST CLASS SALOON SERVICE is furnished at Intermediate Rates.

FARES, HONGKONG TO LONDON: via Canadian Atlantic Ports. £43.
via New York " " " £45.
HONGKONG TO SAN FRANCISCO " " " £25.

Through Bills of Lading issued to Japan, North, Central and South American Ports. For further information as to Passage and Freight, apply to the Agency of the Companies, King's Building (opposite Blake Pier).

FRED J. HALTON, AGENT.

THOS. COOK & SON,

TOURIST, STEAMSHIP & FORWARDING AGENTS, BANKERS, &c.

Head Office for the Far East—16, DES VŒUX ROAD, HONGKONG.

SHANGHAI: 2-3, FOOCHOW ROAD. YOKOHAMA: 32, WATER STREET.

TICKETS SUPPLIED TO EUROPE by the principal STEAMSHIP LINES and TRANS-SIBERIAN RAILWAY.

TOURS arranged to ALL PARTS of the WORLD.

BAGGAGE collected, forwarded and insured at lowest rates.

LETTERS OF CREDIT and CIRCULAR NOTES ISSUED and CASHED.

FOREIGN MONIES exchanged.

OFFICIAL AGENTS FOR THE UNITED PROVINCES OF INDIA EXHIBITION AT ALLAHABAD, 1910/11, AND FOR THE TURIN EXHIBITION OF 1911.

CHINESE OFFICES:—LUDGATE CIRCUS, LONDON, E.C.

TOYO KISEN KAISHA.

IMPERIAL JAPANESE TRANS-PACIFIC MAIL LINES.

SAN FRANCISCO LINE.

Connecting with the WESTERN PACIFIC RAILWAY at SAN FRANCISCO to all Points in the UNITED STATES and CANADA and with TRANS-ATLANTIC LINES for EUROPE.

PROPOSED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).

STEAMER	Tons	CAPTAIN	DATE OF SAILING.
NIPPON MARU	11,000	H. S. Smith	FRIDAY, Mar 17th, 1 P.M.
CHIYO MARU	21,000	W. W. Greene	FRIDAY, April 14th, 1 P.M.
AMERICA MARU	11,000	A. G. Stevens	FRIDAY, May 5th, 1 P.M.
TENYO MARU	21,000	E. Bent	FRIDAY, May 12th, 1 P.M.

† Triple Screws, turbine engines. • Twin Screws.

All Steamers are equipped with the Japanese Government Wireless Telegraph and Post Offices.

THE Twin Screw Steamer "NIPPON MARU" will be despatched for SAN FRANCISCO via SHANGHAI, NAGASAKI, KOBE, YOKKAICHI, YOKOHAMA and HONOLULU, on FRIDAY, 17th March, at 1 P.M.

SOUTH AMERICAN LINE.

(In Connection with NATIONAL RAILWAY of MEXICO at MANZANILLO).

Only Regular Direct Service to MEXICAN, PERUVIAN and CHILIAN PORTS

PROPOSED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).

STEAMER	Tons	CAPTAIN	DATE OF SAILING.
---------	------	---------	------------------

BUYO MARU 10,500 K. Hashimoto WEDNESDAY, April 19th, 1 P.M.

HONGKONG MARU 11,000 H. Hinokuma SATURDAY, June 17th, 1 P.M.

KIYO MARU 17,500 H. Nishi TUESDAY, Aug. 15th, 1 P.M.

THE Steamer "BUYO MARU" will be despatched for MOJI, KOBE, YOKOHAMA, HONOLULU, MANZANILLO, SALINA CRUZ, CALLAO, IQUIQUE, VALPARAISO and CORONEL on WEDNESDAY, 19th April, at 1 P.M.

FARES FROM HONGKONG.

TO SAN FRANCISCO " " " £ 45-0-0 Single

" NEW YORK " " " £ 60-0-0

" LONDON " " " £ 71-10-0

" " " " £ 120-0-0 Return 6 Months

" " " " £ 125-0-0

" SALINA CRUZ or MANZANILLO " " " £ 420-0-0 Single

" VALPARAISO " " " £ 570-0-0

SPECIAL RATES (First Class Only) are granted to the undermentioned and their families when travelling at their own expense:—

TO EUROPEAN POINTS:—Officials of any European Naval, Military, Diplomatic, Consular or Civil Services located in Asia, European Officials in the Service of the Government of China and Japan.

TO CANADIAN AND UNITED STATES POINTS:—Commissioned Officers of the United States Army, Navy, and U.S.A., Consular Officials stationed at Ports of Call.

TO ALL POINTS:—Missionaries and their families.

(These concessions apply to San Francisco Line Only).

These magnificent steamers are most up-to-date and luxurious in every way. Excellent cuisine and accommodation.

"TENYO MARU" and "CHIYO MARU" are fitted with Turbine Engines and Triple Screws. Record Speed 21½ knots.

Through Bills of Lading issued to North, Central and South American Ports.

For Further Particulars as to Passage and Freight, apply to

K. MATSUDA, LOCAL MANAGER,

King's Building (Opposite Blake Pier).

239]

OSAKA SHOSEN KAISHA.

REGULAR SERVICES, PROPOSED SAILINGS FROM HONGKONG.

(Subject to Alteration).

TRANS-PACIFIC SERVICE.

Connecting at TACOMA with THE CHICAGO, MILWAUKEE and PUGET SOUND RAILWAY

AND THE CHICAGO, MILWAUKEE and ST. PAUL RAILWAY.

(The only direct train service, without transshipment, also shortest and fastest route, from the Pacific Coast to Chicago). Taking cargo on through Bills of Lading to all Overland Common Points in the U.S.A. and Canada, also to the principal ports in Mexico, Central and South America.

FOR

STEAMERS

Tons (Gross reg.)

LEAVES.

VICTORIA, B.C. & TACOMA "SEATTLE MARU" 6,182 WEDNESDAY, 22nd Mar., at Daylight

VIA NAGASAKI, KOBE and YOKOHAMA

VICTORIA, B.C. & TACOMA "MEXICO MARU" 6,064 TUESDAY, 4th April, at Daylight

VIA SHANGHAI, MOJI, KOBE and YOKOHAMA

The Co.'s Newly Built Steamers have fair speed. Superior accommodation for steerage Passengers situated AMIDSHIP. A limited number of Cabin Passengers carried at Low Rates. Best adapted rooms for carrying Silk, Treasure and Parcels. Special attention given towards Express connection.

HONGKONG, SOUTH CHINA COAST PORTS & FORMOSA SERVICE

FOR

STEAMERS

LEAVES.

TAMUI VIA SWATOW "DAIGI MARU" SUNDAY, 12th Mar., at 10 A.M.

& AMOY

ANPING VIA SWATOW "SOSHU MARU" WEDNESDAY, 15th Mar., at 8 A.M.

& AMOY

For information of Freight, Passage, Sailings, &c., apply at the Co.'s Local Branch Office, at Second Floor, No. 1, Queen's Buildings

703]

S. HIROL, MANAGER

THE BEER THAT'S BREWED TO SUIT THE CLIMATE

PRIMA BEER

ORIENTAL BREWERY LIMITED

HONGKONG, CHINA

